

Recognized Authority on  
Connellsville Coke Trade.

# Weekly The Courier

Circulates Wherever Coke  
Is Manufactured or Used.

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EIGHT PAGES.

## Prices and Prospects.

### THE SPOT COKE MARKET RETURNS TO HIGH POINT REACHED TWO WEEKS AGO

Price Reaches \$8 While  
Best Foundry Goes  
\$10 a Ton.

### DEMAND HEAVY; SELLERS FEW

Light That Considers Are Provid-  
ing Against a Poorer Coke Movement  
Which Will Come with the Advent of  
Winter; First Half Shale Under \$4.

Special to The Weekly Courier.  
PITTSBURG, Nov. 8.—The spot coke  
market has advanced again, sales of  
cokes being made up to \$8.00, the  
highest attained week before last.  
The foundry coke has scored a large  
advance and has sold at as high as \$10  
per ton, with car number fur-  
nished at the time of sale.  
The market condition is absolutely  
precedented. Occasionally in the  
past there have been periods of spot  
cokes commanding very high prices,  
but that was when the railroads had  
been tangled up by bad weather. Now  
market has advanced to an ex-  
traordinary level, with the bad weather  
yet to come, weather conditions to  
be having been ideal.

Contract for 15,000 tons of furnace  
cokes per month over the first half of  
7 has been closed at a shade un-  
der \$4.00, representing a very good  
price for the consumer if the deliveries  
be positively counted upon.

The demand for coke, however, prompt  
forward, is very heavy but there  
are very few sellers indeed and the  
few that are not selling. The furnaces  
are calling for coke, but the railroads  
are not obtaining full require-  
ments and some have had to slow  
down their operations. There is de-  
mand from outside sources, several  
names long inactive enquiring for  
Connellsville coke, ovens in other dis-  
tricts depending upon years ago  
being since abandoned. The  
operating producers of the northwest  
have been fairly large buyers and are  
the market for more coke, with  
no consideration as profits in  
selling are unprecedented.

In some quarters it is thought possi-  
ble that the present heavy demand  
is in part a desire on the  
part of consumers to provide against  
poorer coke movement that is cer-  
tain to come with bad weather, so that  
first cold snap will not make as  
ch as an impress upon the market  
would otherwise be the case. The  
common view, however, is that con-  
sumers are to supply and move-  
ment will instantly become much  
less when the first cold snap arrives  
that time cannot be more than  
a few weeks distant. A few  
days ago it was considered brilliant  
prospect the possibility of spot coke  
reaching \$10 by the end of the year,  
such predictions were based upon  
disarrangement that had weather  
up, and the price has been closely  
proximated in the best weather.

The market stands quotable about  
as follows:  
Furnace ..... \$7.50-\$8.00  
Foundry ..... \$8.00-\$8.50  
Street foundry ..... \$8.00-\$8.50  
The pig iron market has continued  
advance sharply. Bessemer is up  
a ton and other grades \$1, following  
rises reported a week ago of \$2  
around. Only a few sales are made  
at a given price, the market then  
advancing further. Southern pig iron  
led to keep pace with the northern  
markets for a short time, and has now  
moved from \$17 to \$20, Birmingham  
practically no sales at interme-  
diate prices. The market is high-  
ly active, with sellers very scarce  
serve that they can secure advanced  
prices for the asking, but are fearful  
being unable to make deliveries  
to dangers of coke and car  
charges. The prospective output for  
middle of next year, under favor-  
able conditions, is largely sold, most  
the sales being at prices that now  
are extremely low. The market is  
stable as follows:

Summer ..... \$22.00-\$23.50  
Fall ..... \$22.00-\$23.50  
Winter ..... \$22.00-\$23.50  
These prices are f. o. b. Valley fur-  
ces, prices delivered Pittsburgh be-  
ing higher by the 95 cents freight.  
Average prices of spot coke, com-  
puted from daily quotations, have been  
shown below. It will be noted that  
October average for foundry coke  
lower than that for furnace coke,  
being due simply to the fact that  
a foundry coke market larger a  
ouple days behind the furnace coke  
market in the latter's rapid advance.

Furnace, Foundry,  
nary ..... \$3.14  
bruary ..... 3.41  
rch ..... 3.45  
y ..... 3.45  
y ..... 3.34  
e ..... 3.34  
y ..... 3.34  
y ..... 3.34  
y ..... 3.34  
y ..... 3.34

Removing Overhead Wires.  
The Baltimore & Ohio railroad has  
sued permission of the authorities  
Superintendent to place all of its tele-  
graph and telephone wires in that city  
alongground.

Coal in Rio.  
The current price of coal in Rio de  
Janeiro, Brazil is \$35 per ton.

### COKE FREIGHT RATES.

The freight rates on coke from  
the Connellsville district, which  
includes what is officially known as  
the Connellsville region  
(sometimes called the Basin dis-  
trict) and the Lower Connellsville  
region, often called the  
Kilnville and sometimes the  
Masonville district) to principal  
points of shipment, are as fol-  
lows per net ton of 2,000  
pounds:

| Destination       | Rate   |
|-------------------|--------|
| Baltimore         | \$1.10 |
| Buffalo           | 1.85   |
| Canton            | 1.40   |
| Chicago           | 1.60   |
| Cleveland         | 1.60   |
| Columbus          | 1.60   |
| Detroit           | 2.10   |
| E. St. Louis      | 2.30   |
| Elizabethtown     | 1.65   |
| Harrisburg        | 1.70   |
| Joliet            | 2.50   |
| Kentucky          | 2.50   |
| Louisville        | 2.85   |
| Milwaukee         | 2.85   |
| New York          | 2.55   |
| Philadelphia      | 2.05   |
| Pittsburg         | .75    |
| Port Henry, N. Y. | 2.80   |
| Pottstown         | 1.95   |
| Reading           | 1.85   |
| Richmond, Va.     | 2.94   |
| South Bethlehem   | 2.00   |
| Swadland, Pa.     | 2.00   |
| Toledo, O.        | 1.85   |
| Wheeling          | 1.50   |
| Valley Points     | 1.25   |

### IRON AND STEEL VERY SENSITIVE

No Regular Prices for Any Commodity.  
Quotations When Made are Show-  
ing Steady Advances.

Special to The Weekly Courier.  
NEW YORK, Nov. 8.—The American  
Metal Market and Daily Iron & Steel  
Report will review the steel and iron  
trade tomorrow as follows:

The whole iron and steel market has  
become very sensitive and there are  
no regular prices for any commodity.  
Sellers are reserved all along the line  
and prices when quoted at all are con-  
tinually showing advances. In many  
products the steel mills have sold  
practically their entire output for a  
period as far ahead as they care to  
consider and still there is unsatisfied  
demand.

The whole trade has become very  
seriously concerned as to the railroad  
situation. With the very favorable  
weather of the past few weeks the  
railroads have become more congested  
and car shortages are of more fre-  
quent occurrence. At any time steel  
products lacking cars may back up  
against the mills in such manner as to  
curtail production, and the time of  
cold snaps and snow storms is now  
at hand, always productive of disorder,  
and especially menacing at this time  
when motive power is run down and  
engines are performing poorly even  
with good weather. Coal deliveries  
in general are quite insufficient and  
steel mills, with plenty money, pay  
four prices for spot shipments.

Pig iron leads in price advances.  
Continuing advances in the various  
pig iron markets in the past fortnight  
aggregate an average of \$3.60 per ton,  
or as large an advance as had occur-  
red in eleven months preceding. Since  
the low point of nearly two years ago  
pig iron, however, has advanced only  
one-third as much as billets and thus  
there remains much room for further  
advances, while billets may advance  
further. Evidently serious lack of cars  
entertained that pig iron production  
will be curtailed by a coke shortage.  
The possibility of an iron ore short-  
age is now removed, as the lake steel  
has accomplished even more than was  
expected.

More than 50,000 freight cars have  
been ordered since September 1st. To  
complete deliveries in regular course  
more than nine months would be re-  
quired.

The American Sheet & Tin Plate  
Company has withdrawn from the tin  
plate market, being sold up.  
Wire products are up \$3 a ton.

### COAL LAND AT \$1,300

Small Tract in Westmoreland Sells at  
That Rate Per Acre.

J. M. Jamison, president of the Jam-  
ison Coal & Coke Company, has pur-  
chased 22.87 acres of coal land in  
Hempfield township, Westmoreland  
county, from Henry G. Ruff, of Greens-  
burg, for \$22,016, or at the rate of  
\$1,300 per acre. This is one-sixth of  
the Ruff tract which contained 137.83  
acres.

The remainder of the coal land  
114.96 acres, was purchased by Sen-  
ator Jamison, August 2, 1916, from  
the other heirs for \$145,080. At that  
time Henry Ruff would not sell. By  
holding off the sale he made \$4,836  
more on his sale of the tract than the  
other heirs.

Equipment Orders Liberal.  
Railroads are placing equipment or-  
ders with a liberal hand. In the last  
few days contracts for about 7,000 cars  
have been distributed among merchant  
builders which will require about 100,  
000 tons of steel bars, plates and  
shaped deliveries of which will prob-  
ably have to be made late in 1917 or  
during the first quarter of 1918.

Work Commenced.  
Ground has been broken for the  
erection of 240 additional Koppers ovens  
at the plant of the Bethlehem  
Steel Company at Sparrows Point, Md.  
The plant will consist of four batte-  
ries of 60 ovens each.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

| PRODUCTION.                  |              | WEEK ENDING NOV. 4, 1916. |       |         |              | WEEK ENDING OCT. 28, 1916. |       |         |  |
|------------------------------|--------------|---------------------------|-------|---------|--------------|----------------------------|-------|---------|--|
| DISTRICT.                    | Ovens.       | In.                       | Out.  | Tons.   | Ovens.       | In.                        | Out.  | Tons.   |  |
| Connellsville                | 20,834       | 18,336                    | 2,498 | 230,238 | 20,834       | 18,336                     | 2,498 | 230,238 |  |
| Lower Connellsville          | 17,538       | 14,995                    | 2,543 | 177,984 | 17,538       | 14,995                     | 2,543 | 177,984 |  |
| Totals                       | 38,372       | 33,331                    | 5,041 | 408,222 | 38,372       | 33,331                     | 5,041 | 408,222 |  |
| FURNACE OVENS.               |              | WEEK ENDING NOV. 4, 1916. |       |         |              | WEEK ENDING OCT. 28, 1916. |       |         |  |
| Connellsville                | 16,984       | 14,994                    | 1,990 | 188,606 | 16,984       | 14,994                     | 1,990 | 188,606 |  |
| Lower Connellsville          | 6,326        | 5,019                     | 807   | 60,750  | 6,326        | 5,019                      | 807   | 60,750  |  |
| Totals                       | 22,310       | 20,013                    | 2,797 | 249,356 | 22,310       | 20,013                     | 2,797 | 249,356 |  |
| MERCHANT OVENS.              |              | WEEK ENDING NOV. 4, 1916. |       |         |              | WEEK ENDING OCT. 28, 1916. |       |         |  |
| Connellsville                | 3,850        | 3,342                     | 508   | 11,602  | 3,850        | 3,342                      | 508   | 11,602  |  |
| Lower Connellsville          | 11,727       | 9,976                     | 1,751 | 11,234  | 11,727       | 9,976                      | 1,751 | 11,234  |  |
| Totals                       | 15,577       | 13,318                    | 2,259 | 22,836  | 15,577       | 13,318                     | 2,259 | 22,836  |  |
| SHIPMENTS.                   |              | WEEK ENDING NOV. 4, 1916. |       |         |              | WEEK ENDING OCT. 28, 1916. |       |         |  |
| To Pittsburg                 | 4,007 Cars.  | 163,884 Tons.             |       |         | 4,007 Cars.  | 163,884 Tons.              |       |         |  |
| To Points West of Pittsburg  | 5,125 Cars.  | 192,579 Tons.             |       |         | 5,125 Cars.  | 192,579 Tons.              |       |         |  |
| To Points East of the Region | 1,882 Cars.  | 50,621 Tons.              |       |         | 1,882 Cars.  | 50,621 Tons.               |       |         |  |
| Totals                       | 11,014 Cars. | 307,084 Tons.             |       |         | 11,014 Cars. | 307,084 Tons.              |       |         |  |

### PLANS FOR RELIEF FROM CAR SHORTAGE BEING CONSIDERED

From Many Standpoints by  
Interests Concerned  
in the Problem.

### THOUSANDS OF CARS TIED UP

At the Lake Ports with Coal for  
the Northwest Cannot Unload for Lack  
of Vessel Room to Take Coal to Des-  
tination; Short Motive Power Factor.

The energies of almost every agency  
having control over the movement of  
railway traffic are being directed to-  
ward devising a means of providing  
some measure of relief from a situa-  
tion which promises to become more  
burdensome upon shippers from day  
to day.

The car shortage, which is admit-  
tedly acute and threatens to become  
more serious than the country has  
ever before experienced, is not con-  
fined to isolated sections of the coun-  
try; not to a single class of cars. The  
mining and manufacturing centers are  
the worst sufferers thus far, but just  
now the shortage of cars most disas-  
trously interferes with the move-  
ment of coal and coke. Mining op-  
erations nowhere exceed 50% of cap-  
acity and that percentage is not possi-  
ble on an average. Merchandise traffic  
is so enormous in volume that the move-  
ment of bulk freight, such as coal and  
coke, is very much delayed at termi-  
nal points, thereby tending to accen-  
tuate the shortage through holdups  
cars out of service longer than usual,  
and preventing their prompt return  
for re-loading.

A few days ago General Manager  
Long of the Pennsylvania railroad, to-  
gether with officers of the traffic de-  
partment of that road, held a confer-  
ence in Pittsburgh to consider the  
situation in so far as relates to the  
service of this company in the Pitts-  
burgh district and the Connellsville re-  
gion, two centers of greatest traffic den-  
sity in the country.

The situation was admitted to be  
critical, but confidence was expressed  
that, with the co-operation of shippers,  
the difficulties can be overcome in  
some measure. Existing troubles are  
not of recent origin, but have grown  
until they approximate a magnitude,  
which, if attained, will place them  
wholly beyond control; hence the ap-  
prehension of railway managers and  
their anxiety to effect a grasp of con-  
ditions before that eventually shall  
occur. Nor are they confined to any  
single section of the country, although  
more accentuated in the East, where  
they have existed longest and which,  
since Pittsburgh is the hub of the  
Pennsylvania Railroad's transpor-  
tation system, will serve to illustrate  
the situation as it exists generally.

It is estimated that at least 10,000  
cars of the Pennsylvania system,  
loaded with coal, are being held in the  
region contiguous to the south shore  
of Lake Erie, with at least twice as  
many more of other systems, making  
not less than 30,000 gondolas and hop-  
per cars withdrawn from the channels  
of commerce, while whole commu-  
nities are experiencing a dearth of fuel  
because of lack of transportation fa-  
cilities. The Northwest needs the fuel,  
and the cars were started to that des-  
tination with it, only to be halted be-  
fore reaching Lake Erie ports by the  
announcement that bottom to receive  
it are lacking and they must await  
their turn to discharge their loads.

This state of affairs is unusual, it is  
true, but explained by the circum-  
stances that when lake navigation open-  
ed last spring stocks of ore in the  
Pittsburgh district were so depleted  
that vessels laden with it were rushed  
to Lake Erie ports and sent back di-  
rectly to Lake Superior docks light-  
instead of being loaded with coal, as  
is the usual practice. It was well into  
June before coal did really begin to  
move to the Northwest in volume, the  
supply meantime not having attained  
its normal proportions. With the near

approach of the close of navigation  
for the present season, the history of  
the spring is repeating itself and the  
movement of coal is being subordi-  
nated to that of iron ore to the furnaces  
of the Pittsburgh district.

So it is that the number of coal  
cars now held in the Lake Erie dis-  
trict at present is many times more  
than normal, because of which at least  
20,000 cars are not performing their  
proper function of serving the coun-  
try, and what is more to be appre-  
hended, the majority of them cannot  
be unloaded before navigation shall  
close, and, therefore, will be sent on  
to the Northwest with their loads of  
black diamonds, the railroads in this  
section, meanwhile, being deprived of  
their services.

The public regulatory bodies in dif-  
ferent sections of the country are  
giving cognizance to the car situation,  
and have entered upon systematic in-  
vestigation into its cause and effects  
in the hope of arriving at some meth-  
od of relieving the situation before  
the advent of winter weather is cer-  
tain to greatly increase the burdens  
and inconveniences arising from pres-  
ent conditions. The Ohio Public Utili-  
ties commission is conducting an in-  
quiry in the car shortage within that  
state. The Interstate Commerce Com-  
mission is holding a conference in  
Louisville, Ky., with representatives of  
the railroads, state railroad com-  
missioners and shippers in that sec-  
tion having a similar end in view.  
Elsewhere shippers and railroad of-  
ficials are getting together to study  
the problem, hoping thereby to reach  
a satisfactory solution.

Railroad companies everywhere are  
keeping close track upon the move-  
ment of their own cars, urging prompt  
loading and unloading and taking un-  
usual precautions to speed up their  
return, once they get off their own  
tracks. The extraordinary volume of  
merchandise traffic generally results  
in slow movement, reduces car mil-  
age per day and in like proportion  
tends to increase the shortage. Lack  
of motive power to handle the enor-  
mous tonnage offering is another el-  
ement in the situation about which lit-  
tle has been heard in public discus-  
sions, least of all from the railroad  
managers.

### MORE SAFETY CODES

For the Prevention of Accidents and  
Diseases Are Being Formulated.

Four additional codes for safety, to  
protect the workers in Pennsylvania  
industries from accidents and diseases,  
are now being formulated for adop-  
tion by the Industrial Board of the  
Department of Labor and Industry.

These four codes regulating the  
manufacture of explosives, paints and  
colors, chemicals, and establishing  
rules for sanitation in all industries,  
will probably be adopted by the in-  
dustrial board for enforcement before  
the end of 1916. Eighteen codes for  
safety have been adopted by the in-  
dustrial board during the last two  
years.

The sanitation code, which will  
specify sanitary conditions which  
must prevail in every plant, and vary-  
ing according to the numbers of em-  
ployees and character of the product,  
is now in its first draft and will be  
mailed to a committee consisting ex-  
clusively of physicians in Pennsylv-  
ania for their consideration and sug-  
gestions.

### NEW MINE.

Cleveland Parties Making Development  
Near Charleroi.

What are known as the Rider,  
Schwab and Maxwell tracts of coal  
near Charleroi, aggregating 284 acres,  
and purchased at \$950 to \$1,000 per  
acre by Werner Leonard Company, of  
Cleveland, O., will be developed.

A slope opening is now being made.  
The tipples will be constructed with a  
view to handling 2,000 tons per day.  
Shipments will be made over the Penn-  
sylvania.

Coal Demand From Canada.  
It is expected that there will be an  
increased demand for American coal  
in the Canadian western and north-  
western provinces this fall. Accord-  
ing to one report, enlistments have  
reduced the normal working force of  
the mines in that part of the Domi-  
on 60 per cent.

### THE NORTHERN END DISTRICTS FAILED TO MAKE PROGRESS

Toward a Recovery of the  
Normal Average of  
Some Months.

### SHIPMENTS FELL OFF AGAIN

Continuing Car Shortage and Delay  
in Placing Resulted in a Loss of  
1,100 Tons for Week, Divided About  
Equally Between the Two Districts.

Continuing shortage of cars during  
the last week, with more or less delay  
in placing, kept the Upper Connellsville  
and Greensburg-Connellsville dis-  
tricts close to the limits which began  
to be set by these restrictions two  
weeks ago. Production and ship-  
ments showed a slight falling off indicat-  
ing that conditions were even less favor-  
able than had prevailed earlier. At  
least they were such as to prevent  
substantial progress toward a recovery  
to the normal average which has ob-  
tained for some months past.

During the week ending Saturday,  
November 4th, the shipments from both  
districts were as follows:

| District    | Cars   | Tons    |
|-------------|--------|---------|
| Upper Conn. | 4,182  | 123,115 |
| Greensburg  | 19,317 | 182,928 |
| Totals      | 23,499 | 306,043 |

Compared with the previous week  
shipments fell off 1,125 tons, divided  
in the proportion of 602 tons from the  
Upper Connellsville and 523 tons from the  
Greensburg-Connellsville district.

The following tabulation shows the  
output of these districts by weeks in  
tons for 1916 to date:

| Week     | Upper Connellsville | Greensburg | Total  |
|----------|---------------------|------------|--------|
| Jan. 1   | 20,735              | 20,735     | 41,470 |
| Jan. 8   | 19,372              | 19,372     | 38,744 |
| Jan. 15  | 22,304              | 18,912     | 41,216 |
| Jan. 22  | 19,450              | 19,450     | 38,900 |
| Jan. 29  | 19,159              | 19,159     | 38,318 |
| Feb. 5   | 23,711              | 19,568     | 43,279 |
| Feb. 12  | 20,127              | 22,079     | 42,206 |
| Feb. 19  | 24,244              | 19,002     | 43,246 |
| Feb. 26  | 20,431              | 16,721     | 37,152 |
| Mar. 5   | 20,502              | 18,134     | 38,636 |
| Mar. 12  | 24,447              | 16,871     | 41,318 |
| Mar. 19  | 19,547              | 19,547     | 39,094 |
| Mar. 26  | 24,302              | 21,460     | 45,762 |
| Apr. 2   | 24,303              | 18,158     | 42,461 |
| Apr. 9   | 20,217              | 17,275     | 37,492 |
| Apr. 16  | 20,735              | 19,062     | 39,797 |
| Apr. 23  | 22,449              | 15,560     | 38,009 |
| Apr. 30  | 20,121              | 15,587     | 35,708 |
| May 7    | 20,121              | 16,267     | 36,388 |
| May 14   | 17,772              | 15,588     | 33,360 |
| May 21   | 22,287              | 18,076     | 40,363 |
| May 28   | 21,955              | 17,879     | 39,834 |
| June 4   | 22,887              | 17,714     | 40,601 |
| June 11  | 20,357              | 17,200     | 37,557 |
| June 18  | 17,200              | 15,581     | 32,781 |
| June 25  | 21,481              | 17,767     | 39,248 |
| July 2   | 21,515              | 15,588     | 37,103 |
| July 9   | 17,800              | 16,134     | 33,934 |
| July 16  | 18,195              | 18,416     | 36,611 |
| July 23  | 22,301              | 19,249     | 41,550 |
| July 30  | 19,497              | 17,828     | 37,325 |
| Aug. 6   | 18,840              | 17,210     | 36,050 |
| Aug. 13  | 16,523              | 17,415     | 33,938 |
| Aug. 20  | 18,008              | 19,811     | 37,819 |
| Aug. 27  | 20,300              | 16,326     | 36,626 |
| Sept. 3  | 22,851              | 17,210     | 40,061 |
| Sept. 10 | 22,305              | 16,625     | 38,930 |
| Sept. 17 | 22,609              | 14,336     | 36,945 |
| Sept. 24 | 22,671              | 20,714     | 43,385 |
| Oct. 1   | 19,555              | 18,210     | 37,765 |
| Oct. 8   | 18,463              | 18,131     | 36,594 |
| Oct. 15  | 17,500              | 20,029     | 37,529 |

The output of the Upper Connellsville  
and Greensburg-Connellsville re-  
gions for 1916 was compared by weeks  
and tons of 2,000 pounds as follows:

| Week    | Cars   | Tons   |
|---------|--------|--------|
| Jan. 1  | 20,735 | 40,448 |
| Jan. 8  | 19,372 | 37,712 |
| Jan. 15 | 22,304 | 41,010 |
| Jan. 22 | 19,450 | 36,418 |
| Jan. 29 | 19,159 | 34,278 |
| Feb. 5  | 23,711 | 42,270 |
| Feb. 12 | 20,127 | 38,278 |
| Feb. 19 | 24,244 | 43,246 |
| Feb. 26 | 20,431 | 37,152 |
| Mar. 5  | 20,502 | 38,636 |
| Mar. 12 | 24,447 | 41,318 |
| Mar. 19 | 19,547 | 39,094 |

## BY-PRODUCT PLANTS INCREASE RAPIDLY IN SOUTHERN FIELD

Many Large Installations Are in Progress. More Projected.

### THE SEMET-SOLVAY COMPANY

Becoming An Important Factor in That Section: Acquires Large Coal Tracts by Purchase and Lease for the Operation of New Coke Making Plants.

The extension of the by-product industry in the southern states has not fallen behind its growth in the north except that many of the larger installations in the south were only recently undertaken and have not advanced to the producing stage. The Semet-Solvay Company has been a factor of importance in the development of the industry in the south. Recently it purchased 7,300 acres of coal land in Tuscaloosa county, Alabama, for \$500,000. It is understood that plans for developing this property and building a by-product coke and subsidiary plants are to be announced soon.

By acquiring this Alabama coal land the Semet-Solvay management greatly extends its ownership of Southern properties, which will enable it to largely increase its output of coke in the South, where it already has extensive developments. The Kentucky Solvay Coke Company controlled by the Semet-Solvay Company, of Ashland, Ky., purchased about 3,000 acres of Elkhorn coking coal land, which was under lease to the Elkhorn Consolidated Coal & Coke Company, from the Big Sandy Company of Boston. From the Elkhorn corporation the Kentucky company purchased its lease, together with coal-mining plant near Hillier, Ky. Connected with these purchases it is stated that the Kentucky Solvay Coke Company will immediately extend its mining operations so as to supply its coke ovens with Elkhorn coal. The Kentucky plant at Ashland has an annual capacity of 730,000 tons of coke and 500,000 tons of coke.

Further indications of Semet-Solvay activities are seen in the incorporation of the Edgewater Coal Company of Ashland, Ky., with an authorized capital of \$500,000, by W. W. Stevenson, superintendent of the Kentucky Solvay Coke Company and associates. The Edgewater Coal Company has been incorporated for the purpose of taking over and operating the property of the Elkhorn Consolidated Coal & Coke Company, recently purchased by the Kentucky Solvay Coke Company.

The Bankers' Precambrian Coal Company, Welch, W. Va., recently leased to the Solvay Collieries Company of Syracuse, 1,700 acres of No. 3 and No. 4 Pocahontas coal, which will be immediately developed by a shaft operation. The land leased contains the No. 3, No. 4 and No. 6 seam, and in addition, the War Creek and the Davy seams, aggregating about 25 feet of coal measures. Each of the last three named seams of coal would average probably 3 1/2 feet in thickness, one of which has been mined for some years by the Oregon Coal Company. The Solvay Collieries Company having recently purchased the leasehold interests and mining equipment of the Oregon Coal Company and is now operating the Oregon mine.

The Solvay Collieries Company is at present operating plants with an annual capacity of 1,000,000 net tons, which is to be increased to 1,500,000 tons by the end of 1917. The Semet-Solvay Company is the parent corporation of these various enterprises. Its capitalization is \$10,000,000.

### ADAMSON LAW INVALID

Railroad Attorneys Say It Can't Be Enforced, Ripley Declares.

CHICAGO, Nov. 4.—E. P. Ripley, president of the Atchison, Topeka & Santa Fe railroad, before the City Club yesterday, said legal talent of railroads is still in a quandary as to what the roads should do with regard to the Adamson law.

"The best legal opinion is to the effect that it cannot be construed to be a legal and binding statute," said Mr. Ripley. "If the railroads tried to enforce it as it reads there would be a strike, because it would seriously reduce the earnings of a large part of the highest paid men."

## A NEW RECORD IN EARNINGS

Set by United States Steel Corporation During the Third Quarter Ending September 30th.

Total earnings of the United States Steel Corporation for the third quarter of the calendar year established a new high record at \$35,817,067, exceeding the previous best statement, that of the preceding quarter, by \$4,601,019.

Net income of \$75,202,408 surpassed the previous record by \$3,822,186 and the balance of surplus for the quarter amounting to \$51,859,450 represents an increase of \$3,894,915.

The extra dividend of one per cent on the common stock inaugurated at the last quarter was again declared with the usual regular dividend of one and three-fourths and one and one-fourth per cent on the preferred and common, respectively.

While, considerably below the more extravagant estimates made recently, the quarter's earnings show a steady monthly gain. July earnings, after payment of the usual interest charges, were \$25,650,006; those of August, \$29,746,903, and for September the aggregate was \$30,420,153.

For the first nine months' earnings available for the common dividend equal almost 32 per cent as compared with 41.3 per cent in the corresponding period of 1915. At the end of the third quarter of 1914 after payment of only one-half of one per cent on the common stock the corporation reported a surplus of less than \$90,000, this being followed at the end of the year by a suspension of the common dividend and a deficit of \$5,606,283 after payment of the preferred dividends.

For the purpose of comparison the net earnings for the third quarter over a period of years is given in the following table:

## CAR SHORTAGE CAUSE

Of High Prices for Coal and Its Scar-  
city at Distributing Points.

W. K. Field, president of the Pitts-  
burg Coal Company, in common with  
other well posted operators, says high  
fuel prices are due almost entirely to  
the car shortage. While there is a  
scarcity of miners, he said, there are  
enough to operate the mines of the  
Pittsburg district to 80% of their rated  
capacity, but they are in reality oper-  
ating less than 50%, because it is im-  
possible to obtain cars.

One shipper sent iron into the Pitts-



## CORNERSTONE LAID

**30 YEARS AGO  
FOUND IN**

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**Box in Wall of Old Lutheran Church Contains Interesting Documents**

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**PASTOR ASKS FOR CO**

---

Rev. Burgess Requests That be Given to Him Because

After 30 years repose in the

tion walls of the old Church on Apple street the stone was taken out on February 19, 1886. The workmen engaged in raising the box was placed in the cavity of the stone on Sunday, February 19, 1886. Rev. F. B. Burgess, Trinity Lutheran Church, had that the contents of the box to him to be retained as mementoes.

The box today was still in session of J. M. Grey and J. Duff who purchased the church from the Pennsylvania railroad company, and razed it for construction material.

The box contains a lot of mementoes, church records, and

those days wished to preserve

constitution of the church, and an application for a charter from the church a copy of the application to the Board of Home Missions and Church Extension and the money to hermes one laying with the grants and names of officiators they lay side by side with The Conner and The Mountainville newspapers of the 1880s. Copies of current issues of the "Lionar Journal Sunday School" and Luther's Standard and the "Boys Book of Work of the World" Luther's Catechism, an Observer Augsburg List of roll of members list of subscribers to the building fund and the names of officers of the state and national time was also placed in the building. It was put in the stone

long hand and opposite each

amount subscribed toward the fund. The names of Grover C. President of the United States; J. P. Patton, governor of Pennsylvania; and C. E. Bove congressman from the district were inscribed and placed on the stone.

The corner stone was placed at 1 o'clock on the afternoon of June 6, 1886 with impressive movements. All of the church people of the town participated in L. S. Lelber the pastor at the had charge of the ceremonies. services were also conducted by Baptist Church morning and afternoon by the Lutheran congregation.

W. M. Criley of Toona presided at the service.

One of the 16 charter members of the church who helped build the first church and were active in the corner stone laying 1771 are inscribed. They are Mrs. Mary Atkins

John Gable: Mr and Mrs A

was Miss Katie Siller, Mrs.  
 Cunningham, Mrs. Josephine  
 Mrs. Louisa Balsley, Mrs. Mar-  
 garet Schmidt, Mrs.  
 Mrs. Mrs. Carrie Warner  
 and Mrs. F. A. Leiberger a  
 Jennie Hirsleman

## COMMUNITY MEETING

Principal Jones Wants Greater  
 est Shown in Schools

In order to create a greater  
 in the Lower Teton township  
 Frank W. Jones the supervisor  
 cipal is planning a big com-  
 munity to be held Saturday  
 November 18 at 7:30 o'clock  
 Bran Church in Lower Teton  
 Ship. The program will in-  
 cludes by some of the most  
 ist speakers of the county

of schools and others interested  
personal work, see *Journal* 1914, p. 100.

he even the largest in the h  
the township schools

## GIVES HIMSELF UP

Self-accused Burglar From  
burg Is Locked Up Here

Frank Zimmerman, of Mar  
t. 12, entered police station  
morning at 730 o'clock, admi  
ing committed burglaries in  
town and gave himself up  
police. Patrolman P. M. Rul  
the man up Zimmerman.  
patent says that he stole mo  
several houses in Marinusbu  
will be investigated.

Charles James was taken  
day in the county jail on  
Daley, a 30 days. At the se

as were charged with drunkenness.

he  
ette  
und  
son

**SUPERIOR SHOES**

Manufacturers' Claim Railroad  
pany Lost a Big Shipment

Shoe Company against the  
Railroad company to  
\$-35.30 on four cases of shoes  
the plaintiff claims were ship  
Philip Levin at Brer Hill and  
turned to the manufacturer  
Levin's store was closed by a  
before the shipment arrived

...instructed the railroad to re-

Some Thunder.  
Thunder and lightning accom-

## HEAVY VOTE CAST ALL OVER COUNTY; REPUBLICANS WIN

**Sterling the Only Democrat  
With Chance of Having  
a Plurality.**

### THE VOTE IS SLOW COMING IN

Returns from Many Districts Show  
Settlement of the Voters on National  
and State Questions; Republican As-  
semblymen Appear to be Elected.

A heavy vote was cast in Fayette county yesterday, the Republicans winning everything with the possible exception of R. F. Hopwood, who was being led at a late hour last night by Bruce F. Sterling. All other Republican candidates went through easily. Returns from various districts follow:

**PERRY NO 2**—Wilson 33 Hughes 23 Orvis 33 Knox 33 Cramer 33 Kephart 33 Snyder 33 Hopwood 33 Sherrard 33 Horton 33 Sinclair 33 Smith 33 Palmer 33 Walling 33

**LOWER TYRONE NO 1**—Wilson 65 Hughes 51 Orvis 64 Knox 64 Cramer 64 Kephart 64 Snyder 64 Hopwood 64 Sherrard 64 Horton 64 Sinclair 64 Smith 64 Palmer 64 Walling 64

**SOUTH BROWNVILLE NO 3**—Wilson 141 Hughes 141 Orvis 141 Knox 141 Cramer 141 Kephart 141 Snyder 141 Hopwood 141 Sherrard 141 Horton 141 Sinclair 141 Smith 141 Palmer 141 Walling 141

**GERMAN NO 5**—Wilson 75 Hughes 75 Orvis 75 Knox 75 Cramer 75 Kephart 75 Snyder 75 Hopwood 75 Sherrard 75 Horton 75 Sinclair 75 Smith 75 Palmer 75 Walling 75

**SOUTH UNION NO 1**—Wilson 170 Hughes 135 Orvis 162 Knox 122 Cramer 166 Kephart 116 Murrin 160 Snyder 119 Sterling 173 Hopwood 109 Cochran 170 Howard 163 Sherrard 163 Horton 117 Sinclair 117 Smith 116 Palmer 41 Walling 90

**JEFFERSON NO 2**—Wilson 100 Hughes 118 Orvis 131 Knox 130 Cramer 130 Kephart 130 Murrin 131 Snyder 121 Sterling 73 Hopwood 133 Cochran 78 Howard 84 Sherrard 73 Horton 116 Sinclair 122 Smith 117 Palmer 35 Walling 117

**NICHOLSON NO 3**—Wilson 33 Hughes 33 Orvis 33 Knox 33 Cramer 33 Kephart 33 Murrin 33 Snyder 33 Hopwood 33 Sherrard 33 Horton 33 Sinclair 33 Smith 33 Palmer 33 Walling 33

**DUNBAR BOROUGH**—Wilson 127 Hughes 65 Orvis 117 Knox 68 Cramer 120 Kephart 66 Murrin 112 Snyder 76 Sterling 120 Hopwood 63 Cochran 129 Howard 113 Sherrard 128 Horton 58 Sinclair 63 Smith 65 Palmer 40 Walling 51

**STAR JUNCTION NO 3**—Wilson 128 Hughes 126 Orvis 124 Knox 123 Cramer 126 Kephart 128 Murrin 123 Snyder 127 Sterling 124 Hopwood 128 Cochran 124 Howard 124 Sherrard 126 Horton 127 Sinclair 125 Smith 123 Palmer 28 Walling 67

**FRANKLIN NO 1**—Wilson 63 Hughes 33 Sterling 63 Hopwood 32 Cochran 62 Howard 63 Sherrard 71 Horton 28 Sinclair 29 Walling 30

**REDSTONE NO 2**—Wilson 201 Hughes 194 Orvis 192 Knox 147 Cramer 194 Kephart 144 Murrin 197 Snyder 143 Sterling 214 Hopwood 111 Rhodes 193 Hess 40 Palmer 20, Walling 201

**STEWART TOWNSHIP**—Wilson 120 Hughes 122 Sterling 49 Hopwood 120 Horton 120 Sinclair 121 Smith 122 Palmer 21 Walling 40

**BELLEVERNO**—Orvis 18 Knox 159 Cramer 68 Kephart 180 Murrin 59 Snyder 182 Sterling 79 Hopwood 184 Cochran 12 Howard 69 Sherrard 59 Horton 190 Sinclair 190 Smith 188 Palmer 28 Walling 130

**UNIONTOWN SEVENTH WARD**—Wilson 136 Hughes 136 Orvis 122 Knox 156 Cramer 138 Kephart 148 Murrin 120 Snyder 164 Sterling 143 Hopwood 121 Cochran 121 Howard 120 Sherrard 135 Horton 137 Sinclair 139 Smith 156 Palmer 15 Walling 178

**POINT MARION**—Wilson 129 Hughes 167 Orvis 126 Knox 125 Cramer 125 Kephart 165 Murrin 126 Snyder 164 Sterling 127 Hopwood 165 Rhodes 132 Hess 181 Palmer 82 Walling 60

**NORTH UNION NO 4**—Wilson 47 Hughes 72 Orvis 46 Knox 43 Cramer 46 Kephart 42 Murrin 44 Snyder 71 Sterling 44 Hopwood 42 Cochran 45 Howard 43 Sherrard 44 Horton 74 Sinclair 74 Smith 72 Palmer 18 Walling 55

**FRANKLIN NO 2**—Wilson 59 Hughes 47 Orvis 56 Knox 50 Cramer 57 Kephart 47 Murrin 50 Snyder 49 Sterling 57 Hopwood 49 Cochran 56 Howard 56 Sherrard 57 Horton 49 Sinclair 19 Smith 48 Palmer 16 Walling 42

**OHIOVILLE BOROUGH**—Wilson 23 Hughes 51 Orvis 24 Knox 50 Cramer 23 Kephart 21 Murrin 23 Snyder 23 Hopwood 23 Cochran 21 Howard 27 Sherrard 23 Horton 53 Sinclair 51 Smith 53 Palmer 3 Walling 39

## GOVERNMENT TELLS HOW SILVERWARE MAY BE CLEANED

**Electrolytic Method Will  
Give Tarnished Metal a  
New, Satiny Finish.**

### BURNISHED SURFACE POSSIBLE

Cleaning System Has Been Recognized  
For Several Years. Procedure is  
Simple; Silver Tarnish Not Due  
to Oxidation But to Sulphur.

WASHINGTON, Nov. 8.—An easy and effective method of cleaning tarnished silverware by boiling in a soda and salt solution in contact with a clean piece of aluminum or zinc is recommended to housewives by the United States Department of Agriculture as a result of studies made by its special experts in home economics. The process is so simple that it may be followed successfully in practically any home.

The cleaning system known as the electrolytic method has been well recognized for several years. The tarnish which occurs on silver is not due to oxidation, but is dependent entirely upon the action of sulphur. In most cases the source of the sulphur causing the tarnish is rubber wool foods like eggs and the sulphur in the air due to burning illuminating gas and coal. The electrolytic cleaning method depends on the facts that this tarnish of silver sulphide is slightly soluble in the hot solution employed and that it is broken down chemically and its silver content redeposited on the ware when the proper electrical conditions prevail. The presence of both the silver and the aluminum or zinc in the hot solution provides the necessary electrical conditions. Under this method therefore practically all the silver in the tarnish is returned to the object being cleaned. When silver polishes are used on the other hand all the silver in combination in the tarnish is removed.

In the cleaning method recommended by the Department the necessary materials are a graniteware cooking utensil deep enough to allow the silverware to be covered by the solution, a clean piece of aluminum or zinc, preferably the former and baking or washing soda. The solution consists of a teaspoonful of baking or washing soda and a like amount of table salt to each quart of water or brought to a boil in a graniteware or enameled utensil. A sheet of aluminum or clean zinc is dropped in. The tarnished silverware is then immersed in the solution so that it is in contact with the sheet of aluminum or zinc. The tarnish should disappear in a few seconds. The silver object should then be removed from the solution, rinsed and dried with a soft cloth.

Aluminum is much more satisfactory than zinc for use in this cleaning process since it does not become coated with a layer of carbonate, which would interfere with the chemical reaction. Zinc does form carbonates and if used must be cleaned frequently in dilute hydrochloric acid. A small sheet of aluminum may be purchased especially for silver cleaning purposes or a piece of old aluminum from a well cleaned tin can may be used. Utensils which would later be used in cooking operations should never be employed in cleaning silverware by the electrolytic method. If very large pieces of silver are to be cleaned and a container is required larger than can be placed conveniently on the stove the hot solution may be poured into such a vessel and the silver object then immersed. This method is most effective however when the solution boils during the cleaning process and efficiency is rapidly lowered as the temperature of the solution falls below the boiling point.

The electrolytic method gives the cleaned silver a satiny finish after several cleanings. If a burnished surface is desired the silver must from time to time be polished lightly with some abrasive polishing material such as powdered whiting. The study made by the Department specialists included a comparison of the amount of silver lost when the whole tarnish was removed by polishing and when the electrolytic method was used. It was found that when whiting paste was used as an abrasive process lost nearly 90 per cent of silver each application, twenty times as much as when the electrolytic method was employed.

**SMITH AT Y. M. C. A.**  
Famous lecturer will speak to people of Dickinson and vicinity. Fred B. Smith of New York famous lecturer will speak at the Dickinson Y. M. C. A. on Thursday evening at 8 o'clock. Mr. Smith is a noted Y. M. C. A. worker and his talk is said to be enjoyable as well as profitable. In order that there may be room in the hall for all the adults who wish to attend, no children under 15 will be admitted. Entertainment for the youngsters will be provided for ever on following days. The school children of Dawson will be entertained at the Dawson Opera House on Friday evening the Liberty and Dickinson Run children at the Y. M. C. A. on Saturday evening and Vanderbilt children at the Vanderbilt moving picture theatre on Saturday afternoon.

**AGE IMPROVING.**  
Women Hurt in Car Wreck May Soon Leave Hospital.  
Miss Lucy Glennon and Mrs. Catherine McFarland of Dawson who were injured in the West Penn street car wreck which occurred at the Blockvale school are improving but as yet are not permitted to see visitors. They expect to be able to leave the South Side Private Hospital soon.

**AGED SOMERSET WOMAN DIES.**  
Mrs. Sarah Loder, 86 years old, one of the best known residents of Somerset county died Sunday at her home in Conemaugh township.

## THE GRIM REAPER.

**Andrew Jackson Case**  
Following a lingering illness Andrew Jackson Case, 73 years old, a former well known resident of Connelville died Tuesday at his home. A funeral service from the Case home this afternoon at 2 o'clock with Rev. A. J. Whipple, a nephew of the late Mrs. Case officiating. The body will lie in state Friday morning on Baltimore & Ohio train No. 57 due at 5:30 o'clock and will be removed by Funeral Director J. E. Sims to Hill Grove cemetery for interment. Rev. E. B. Burgess pastor of the Trinity Lutheran Church will officiate at the grave. The King Solomon Lodge F. & A. M. of which the deceased was a member will be in charge of the services. Mr. Case was born in Maryland, a son of the late George W. and Anne E. B. Case. He was a member of the Case family for a number of years. He was a member of the Case family for a number of years. He was a member of the Case family for a number of years.

**MRS. ELIZABETH HITCHMAN.**  
The body of Mrs. Elizabeth Hitchman who died Saturday at the Hillman summer home at Maileston arrived at Mount Pleasant this morning and was removed to the family residence in East street from which place the funeral took place on Friday afternoon. Rev. J. E. Hartman pastor of the Reunion Presbyterian Church of Mount Pleasant officiated at the funeral. Mrs. Hitchman was a life long member of the church. Her husband was one of the most prominent and widely known residents of Mount Pleasant. She was 78 years old and was the widow of William H. Hitchman. Her maiden name was Miss Elizabeth Shields. Her children survive as follows: John D. Hitchman, Edvard Hitchman of Wheeling, W. Va. James Hitchman, Mrs. Mary Hitchman and Miss Alice Hitchman at home.

**R. D. SPIKER.**  
R. D. Spiker, 66 years old, section of the Hill Grove cemetery for nearly 2 consecutive years died on Wednesday at his home in Snyder street following a lingering illness. Funeral Friday afternoon at 2 o'clock from the family residence with interment in Hill Grove cemetery. Deceased was born at Acciden, Md. May 12, 1850 and had lived in Connelville since 1870. He was survived by four children: Jacob Spiker of Little Wash, Adolphus Spiker of Ohio, Mrs. Jennie Taylor of Palmyra, Pa. and Joseph Lloyd Spiker of Love, Cal. Two brothers are residing in Acciden, Md. and a sister in Acciden, Md. He survived Mrs. Spiker died in 1914.

**MRS. SARAH A. MILLER.**  
Mrs. Sarah A. Miller, 77 years old, a well known resident of Connelville died Monday at her home following an illness of a complication of the lungs. Funeral from the family residence tomorrow at 2 o'clock with Rev. W. M. Ryan pastor of the Baptist Church officiating. Interment in the Smith Hill cemetery. Deceased is survived by the following children: Mrs. Samuel Wilson, Mrs. Joseph Hoot and Charles Miller of Smith Hill, Mary and Clyde at home and one sister Mrs. Mary E. Miller of Los Angeles, Cal.

**J. GORDON LAKE.**  
J. Gordon Lake, a well known resident of Parkersburg, W. Va. died on Saturday at the home of J. S. Harper at Parkersburg. Mr. Lake married Miss Blanche Harper, a granddaughter of Mrs. S. S. Strickler of Vanderbilt. Mrs. J. P. Rute, Mr. and Mrs. Swain Harper and D. F. Cooper attended the funeral held Tuesday afternoon at 2 o'clock.

**ANNA KISELLA.**  
Anna Kiseless, 13 years old daughter of Mr. and Mrs. George Kiseless died Tuesday at the family residence at Leisenring. Funeral Thursday morning from the Greek Church at Leisenring with interment in the Greek cemetery.

**CALL TO SCOTTDAL.**  
Dr. Albert Buxton of Illinois accepts a call.  
Dr. Albert Buxton of Ipsva, Fulton county, Illinois has accepted a call from the First Christian Church at Scottdale and expects to occupy the pulpit next Sunday. Members of the church are highly elated over securing the services of Dr. Buxton. The new pastor has had wide educational experience having been an instructor in several of the Christian colleges as well as a high school teacher and a Y. M. C. A. worker. People were sorry to see Dr. Buxton leave and the papers of that city print articles which accord the minister high praise for his work there. The usual services will be held on next Sunday at the Christian Church.

**RECOVERS FROM ILLNESS.**  
Wade H. Nicholson is recovering from his recent illness. He was suffering from a light attack of diphtheria.

**GIVES A THERMOMETER.**  
C. C. Mitchell has presented the fire department with a big thermometer.

## MAKE EXCELLENT PROGRESS ON THE ALASKAN RAILROAD

**Chairman Ede of the Alaskan Engineering Commission Makes Report.**

### 130 MILES OF TRACK COMPLETED

United States Government Hopes to Encourage Farmers from States to Come to Alaska and Take Homesteads in Territory of the Railroad.

SEWARD, Alaska, Nov. 8.—William C. Ede, chairman of the Alaskan Engineering Commission who recently returned from Anchorage reports excellent progress on the construction of the United States railroad.

Fifty nine miles of track have been laid from Anchorage. With the new line only one mile of the old Alaska Northern Railway that are now in operation to Kearsy Creek there have been completed 130 miles of the 470 miles of track. Seward with Fairbanks. The line so far laid from Anchorage consists of six miles south toward Seward, thirty eight miles of main line northward to Fairbanks and fifteen miles on the Matanuska branch to the Matanuska coal fields.

The right of way has been cleared from Potter Creek on Turnagain arm to Kings River in the Matanuska coal field a distance of seventy seven miles and on the main line from Matanuska to the Little Sustina River. It will be laid this fall as far as Kings River on the Matanuska branch. A distance of sixty two miles from Anchorage and a distance of 100 miles from Seward to the main line in the Sustina Valley between Matanuska Creek and Indian river a distance of 100 miles. The right of way is 70 feet wide and a number of trading contracts have been let. Crading of the right of way will proceed in this section from Fairbanks to Willow Creek and north to Broad Pass. Willow Creek it will connect with the work under the Matanuska district and at Broad Pass with the work from the Northern division.

Rail will be laid in the near future as far as Potter Creek which is fifteen miles southeast of Anchorage, on Turnagain arm and from which point the track work on Turnagain arm will be attacked during the winter.

For the week ending September 9, 1916 men were employed on the Anchorage Division in which the U. S. Commission employee stationmen and laborers. The August payroll being \$28,319.00.

The population of Anchorage which is the main construction base on the railroad is between 1000 and 2000. At Matanuska the junction of the Matanuska branch with the main line a townsite was recently surveyed by the U. S. Commission and a town is now in process of development. There is also a small town at Moose Creek about fifty miles from Anchorage where the first main line of the railroad is in operation. A Matanuska branch of the railroad where the railroad crosses the Matanuska River at a wagon road covered all people are gathering. Matanuska will be the distribution point for freight and supplies for the Willow Creek mining district. The Government is taking immediate steps to give small to medium size tracts.

The railroad north and south from Anchorage passes through and develops a large agricultural country. There are now between 500 and 1000 homesteads along the line of the railroad in this section and it is rapidly being developed. The homesteaders are supplying a considerable portion of the food stuffs for the railroad employees and other people in that section of the country. Recently the Alaskan Engineering Commission contracted for 10 tons or over 1000 bushels of potatoes to be raised on the Matanuska branch and taken to homesteads in the territory tributary to the railroad in order to develop the agricultural lands so that the country may come to its feet in the near future be self-supporting.

**RICKED TO DEATH.**  
Fesse Kaufmann, Truck Farmer, Dies in Mount Pleasant Hospital.  
MOUNT PLEASANT, Nov. 7.—Jesse Kaufmann, aged 28, a truck farmer of near home died at 5:30 this morning at the hospital here after having been racked by a horse. It is said that Kaufmann was trying to take the horse from the horse when the animal killed him.

**PRINT SILENCE BY PHOTOGRAPH.**  
WASHINGTON, Nov. 7.—Printing of silk fabrics by color photo graphic printing has been developed to the perfection of which does not seem to have been hit at or attained in present methods is reported to the State Department from France.

**MARRIAGE IN LAMBERLAND.**  
Charles Cathel Hinkle and Margaret Naomi Jones, both of Marysville, Ben Aron William Monaghan and Mrs. M. V. H. both of Somerset were granted marriage licenses in Cumberland.

**BACK FROM VACATION.**  
J. S. Tipton, Baltimore & Ohio ticket agent a rived home this morning from a two weeks vacation spent in Asheville, N. C. and Washington. D. C. During his absence H. E. Whipple, relief agent, was in charge.

## FARMER TALKS WILL BE GOOD

**Annual County Institutes Are to be Held at Old Frame, New Salem and Perryopolis.**

### 130 MILES OF TRACK COMPLETED

The annual farmers institutes in Fayette county under the auspices of the Pennsylvania Department of Agriculture will be held this month with sessions at Old Frame on Monday and Tuesday November 13-14, New Salem on Wednesday and Thursday November 15-16 and at Perryopolis on Friday and Saturday November 17-18.

These meetings are held for the special benefit of the farmers and their families and the addresses are confined strictly to advanced farming lines. Farmers who have farm problems can attend these meetings and discuss their problems with the state experts who are always willing to help in the most detailed detail to advance the possibilities of the men, women and children on the farms.

County Chairman John T. Smith of Dunbar has arranged attractive programs for the Old Frame, New Salem and Perryopolis meetings and has secured the services of J. T. Campbell of Harrisburg, Pa. soil expert and politician, Leon Ottie, Van Nooy of Troy, Pa. expert in dairying and H. V. Goodrich of Patton, Pa. expert in crop rotation and alfalfa growing. Some of the subjects Mr. Campbell will discuss are: Restoration and Maintenance of the Productive Power of the Soil, Lessons from Experience in the Drainage, Poultry Feeding and Care of Chickens, Problems of the Large Poultry Farm and two evening lectures.

Mr. Van Nooy will speak on Feed and Care of the Dairy, The Silo, Swine as a Side Line with Dairying, Soil Fertility, The Care of Milk, Mr. Goodrich will talk on Barn Manures, Their Waste and Treatment, Agriculture and Our Rural Schools, Butter Making on the Farm, Growing Alfalfa, "Market Value of Farm Products."

Farmers and the general public interested in agriculture throughout Fayette county are urged to attend these meetings as they offer much advice that will be profitable in increasing and producing better crops on the farm.

**CLARK BISHOP DIES SUDDENLY.**  
Relative, Receives Word from Cleveland That Former Resident Expired Early Today.

A telegram was received Tuesday by A. W. Bishop announcing the death of Clark Bishop at Cleveland. O. shortly after midnight. No details as to the cause of death were given but it is presumed it was sudden. Clark Bishop, a resident of Connelville, was a relative of the late National Trust Company, addressed the board on the relative quality of steel pipe compared with wrought iron. He asked that the board get brass diaphragms in all valves below ground at the same price as would have been paid for rubber diaphragms through out the system under the other plan. The representatives of the National Trust Company addressed the board on the relative quality of steel pipe compared with wrought iron. He asked that the board get brass diaphragms in all valves below ground at the same price as would have been paid for rubber diaphragms through out the system under the other plan. The representatives of the National Trust Company addressed the board on the relative quality of steel pipe compared with wrought iron. He asked that the board get brass diaphragms in all valves below ground at the same price as would have been paid for rubber diaphragms through out the system under the other plan.

Mr. Bishop was 58 years old. He was the son of Aaron and Mary Bishop and was born in the building on East Main street now occupied by The News. His father conducted a shoe store where Hooper & Long now have their stand. He married Miss Blanche Gephart of Allegheny and lived in Pittsburgh for a number of years being secretary treasurer and later general manager of the Empire Plow Company. He moved to Cleveland when the plant was transferred from Pittsburgh and represented the company on the road for many years. He acquired considerable money from this and other investments and had been able to make his life comfortable. He made many visits to Connelville and was deeply interested in the progress of his native city. He was a subscriber to The Courier from the time it was first issued.

Deceased leaves his widow and one son, Aaron Bishop who is married and resides in the same apartment with his father and two sisters, Mrs. Melissa Baldwin and Mrs. George Murray both of Cleveland. A. W. Bishop, W. A. Bishop, C. H. Bishop and C. F. Bishop of Connelville are consins.

Clark Bishop's last visit to Connelville was in August when he and L. H. Hartman his brother in law and mother here W. A. Bishop accompanied them on an automobile trip at that time.

Mr. and Mrs. W. A. Bishop and A. W. Bishop will leave this evening for Cleveland to attend the funeral.

**OLD TIMERS CELEBRATE.**  
F. B. Kurtz and R. R. Shaw Hold a Jubilant Parade.

Confident that Charles L. Hughes had a safe majority loyal Republican in Connelville under took to start a demonstration and at 3 o'clock this morning an improvised parade was held through the business section. With J. B. Kurtz coming jubilant melodies out of his Kelele and Rice Shaw shouting forth stirring tunes from his life the pageant gained in force as stragglers fell into line at various points.

March for Hughes was the watchword and if any of the sleeping populace had any doubts as to who was to be the next President when they went to sleep their fears were dispelled by the shout of the paraders.

**LITTLE CONTAGIOUS DISEASE.**  
Two new cases of scarlet fever were reported to Health Officer Hutzler today. These are the only cases of contagious disease in the city outside of a case of diphtheria reported on October 2.

**LEAVES HOSPITAL.**  
Mrs. Ralph Cullbertson Jr. who made her debut at the Allegheny General Hospital, Pittsburgh left the hospital Sunday and is at the home of Mrs. Mary Rogers in Pittsburgh.

**THOMPSON TRIAL DRAFT.**  
The criminal case against J. V. Thompson of Uniontown is set for trial in the United States district court during the week of January 8.

## NIGHT SCHOOL OPENS MONDAY, BOARD DECIDES

**Sessions Will be Conducted  
Along the Lines of  
Last Year.**

### ANOTHER CONTRACT AWARDED

Uniontown Firm Gets Job at Wirtus the New Crawford School on West Side, Change is Authorized in the Heating Plant of the High School.

High school will start on Monday November 13. School Board Monday directed Superintendent S. P. Ashe to go ahead with the preparations and conduct the school along the same lines as during the last two terms. Sessions will be held two nights a week, probably on Mondays and Thursdays.

Superintendent Ashe asked a formal order to open the night classes and the board after some discussion passed a motion to that effect. Commercial subjects common branches for beginners and common branches for advanced pupils will be taught. Arrangements have also been made to co-operate with the West Penn in teaching technical subjects.

The attendance last year averaged about 60 a session. Mr. Ashe told the board the interest upon the part of the students having been greater than during the year previous although the attendance did not attain such extremes as when the classes were something of a novelty.

"I think it's a good thing," declared Mr. Ashton and the other members present seemed to agree with him for there was no dissenting vote on the motion to open the school.

The contract for the wiring and lighting of the Crawford school was awarded to the Fayette Electric Company of Uniontown for \$1,415. Other bids submitted were Frank Sweeney \$1,800, McDonald Electric Company \$1,610, J. G. Weller Brownsville \$1,750. The Union town firm will be required to provide satisfactory bond.

The proposition of the McGinnis Company of Pittsburgh contractors on the new high school heating plant to install the Johnston temperature regulating device instead of the one specified in the contract was accepted. In this way the board gets brass diaphragms in all valves below ground at the same price as would have been paid for rubber diaphragms through out the system under the other plan.

The property committee reported that the heating plant at the Third ward building has been completed with the exception of the motor. This will be shipped and installed within a week.

The treasurer reported balances of \$31,639.86 in the general fund and \$20,851.10 in the sinking fund November 1st.

The yearly contract with the library trustees was signed by the president and secretary.

Members present were J. F. David, son of R. K. Long, J. W. Ralston, W. Smith and W. H. Haines. C. Roy Hutzler was absent for the first time since he became a member of the board.

**BUYS APARTMENTS.**  
John N. Ruth Named as Purchaser of Property in Washington.

What is said to have been the most important all cash transaction in apartment house property in Washington D. C. for some time was completed recently when John N. Ruth of Connelville, son of J. F. Ruth bought the Copley Court apartment at 17th and Church streets northwest. The consideration said to have been in the neighborhood of \$400,000. The property is subject to a trust of \$170,000 at 4 1/2%.

Copley Court contains 72 apartments of from one room and bath to seven rooms and bath. It is electrically lighted and has modern elevator service. The annual rental is \$40.45.

**LEAVES THE B. & O.**  
Carroll Brill Goes With the Pennsylvania Fuel Company.

Carroll Brill, chief clerk to W. H. Masor, commercial freight agent for the Baltimore & Ohio railroad in Uniontown has tendered his resignation to take effect November 10 to accept a position with the Pennsylvania Fuel Company of Uniontown.

Mr. Brill is formerly of Connelville and has been connected with the Baltimore & Ohio railroad coal and coke traffic department for the past 12 years. Prior to going to Uniontown Mr. Brill was chief clerk to the Baltimore & Ohio coal billing agent in this city.

**DAM IS OPENED.**  
WHOLENIPPA W. A. Nov. 7.—Dam No. 12 at Warwood two miles above here was thrown open to river traffic this afternoon without ceremony. It has been in process of construction for two years and was built by the Foundation Company of New York.

**YOUTH HAS APPENDICITIS.**  
Robert Martin of Dunbar 19 years old, was operated on for appendicitis last night at the Cottage State Hospital. Amanda Bell of Leisenring No. 3 underwent a throat operation this morning.

**ADVERTISE IN THE WEEKLY COURIER.**

## FOREIGNER ENJOYS LOW PRICES WHILE U. S. PAYS THE BILL

Foodstuffs Sent Abroad at  
Figures far Lower  
Than at Home.

### CONSUMERS FACE BLUE WINTER

Those Not Participating in War  
Profits and War Wages Will Find It  
Hard to Make Ends Meet; Demo-  
cratic "Prosperity" Is for Few Only.

WASHINGTON, November 4.—We are shipping foodstuffs and coal to Europe at a loss. The American people who are not participating in war wages and war profits are about to face a winter with the cost of living higher than ever before in our history. Meanwhile the Democrats, who came into power on the promise to reduce the cost of living, are making a prosperity appeal to the factory workers and to the feeders of the European armies based on the false plea that Woodrow Wilson has brought about that prosperity and that he kept us out of war with which we had no concern, but which makes possible the unstable prosperity which we now possess.

The official figures of the Department of Commerce, which have been belatedly made public, show that the prices which our people have to pay for foodstuffs produced in this country, compared with the prices at which those same articles are shipped to our customers abroad, are outrageously high, and that a large portion of the American public has to foot the "prosperity" bill.

Flour has gone to \$12 a barrel and is slated for \$14. Bread has increased to six cents a loaf. During the first eight months of 1915 we exported, mainly to the belligerents, 10,316,000 barrels of flour, the average export price being \$6.50 per barrel. During the first eight months of the present year we exported 10,358,000 barrels of flour at an average export price of \$5.60 per barrel. Europe got a reduction of 90 cents; we pay an increase of \$6.00. We exported during the 1915 period 141,000,000 bushels of wheat, average export price \$1.46 per bushel; during the 1916 period we exported a little over 100,000,000 bushels, average export price \$1.31, a falling off of 41,000,000 bushels in exports, and of 14½¢ in cost to our foreign purchasers. But wheat hovers around \$2.00 here.

We exported 1,000,000 less bushels of corn during the 1916 period than during the 1915 period, the export bushel price advancing from \$1 to 84 cents; it has advanced 40 and 43 cents here. Rye exports increased 2,000,000 bushels, the export price per bushel decreased 21 cents to our foreign customers, while the people of this country have to pay 40 cents more per bushel. Figures on oatmeal remained about the same for the foreigner, but we now pay more.

The South sold 101,000,000 pounds of rice to the foreigner during the 1915 period, at 41 cents, which is just what 45,000,000 pounds if it exported for during 1916 period. We sold 40,000,000 dozen eggs to the foreigner during the first eight months of 1915 for 21.5 cents a dozen, and 15,000,000 dozen for the 1916 period at 23 cents a dozen, and a purchaser of a dozen eggs in this country goes home under a heavy guard.

Nearly 190,000,000 pounds of fresh beef went abroad during the 1915 period at an export price of 12.9 cents, and 132,000,000 pounds for the 1916 period at 12.4 cents. Beef went up, so we of the United States turned to fresh pork. The export pound price of fresh pork was reduced to the foreigner, but here "pork chops is white man's meat" now, and he has got to have the price.

Butter exports to our foreign customers fell off nearly 50 per cent, comparing the two periods the price advancing from 25 to 21.4 cents per pound. In the United States also is rapidly becoming more popular. Condensed milk exports jumped from 35,000,000 to 154,000,000 pounds, and the price advanced from 7.8 to 8 cents to the foreigner. How does the farmer or the consumer fare here?

We sent about 1,000,000 bushels of beans abroad during the 1915 period, at 30 cents, and 1,330,000 for the 1916 period at 34.7 cents. Beans here have advanced 50 per cent and every Saturday is a day of mourning in Boston. The only large advances in export price to our foreign customers is in potatoes—from 62 cents to \$1.13, and they are two dollars here.

### SEEKS A FRANCHISE

West Penn Again Wants Permission  
to Enter South Connellsville.

At a meeting of the South Connellsville council on Thursday night, an ordinance granting to the West Penn Electric Company perpetual use of the streets and alleys of the borough for the pole lines of the company for supplying current, was introduced. It was referred to a committee composed of W. S. Trevitt, W. R. Wadsworth and Sherman Weaver for a report. They will meet with Solicitor F. E. Younk, next Thursday night.

The West Penn has never been able to secure a franchise in South Connellsville, previous councils having been opposed to granting perpetual rights. The last council that considered the proposition was disinclined to consider longer than 10 years.

O. J. Shaffer of Pittsburgh represented the West Penn at the meeting.

**Motorcyclist Is Injured.**  
Paul Craft, a contractor at Merrittstown, is in the Brownsville Hospital for treatment of injuries suffered Saturday night near Seaford when a motorcycle on which he was riding was struck by an automobile. He is suffering from a badly crushed ankle.

## A SHOOTING AT SPRUCE HOLLOW

H. W. Hutzell Receives Bullet Wound  
When George Hatfield  
Uses Gun.

H. W. Hutzell, 52 years old, was shot and injured Saturday night by G. W. Hatfield at a Spruce Hollow boarding house. Hutzell, who is being treated at the Cottage State Hospital, was shot in the back, and received a scalp wound and an injury to his forearm, presumably in a fight which followed the shooting. His condition is not considered serious.

Hutzell boards at the home of George Hibner. To this place Hatfield came on Saturday night while under the influence of liquor, it is said. Pulling a revolver, he began to shoot up the place, and the fifth bullet which he fired struck Hutzell in the back.

Hutzell walked half a mile after he had been shot to reach a house where he could get medical treatment. He was then removed to the Cottage State Hospital here, and the bullet was removed from his back.

Hatfield will not attempt an escape from officers of the law, it is said. He talks of the occurrence very calmly, and is expected to visit Connellsville this afternoon.

### CABBAGES ARE PROFITABLE

Ruffsdale Girls Make About \$2,000  
From Two Acre Field.

If you want to make money farming try cabbages, is the advice of Mr. and Mrs. C. L. Smith and their four young daughters of near Ruffsdale. The four girls were given two acres of ground to cultivate in the spring and looking out for a profitable crop they decided on cabbages.

The girls set out 18,000 plants by hand and cultivated them during the summer. The heads have all been cut from the stalks now and sold in the Pittsburgh market. So far the girls have realized \$900, they have almost that amount outstanding and the product of a quarter of their field is yet to be delivered.

The Pittsburgh purchasers sent their trucks to the field after the cabbage, thus saving freight.

### STRUCK BY BICYCLE

Miss Rosa Keck Injured When She  
Steps In Front of Wheel.

Miss Rosa Keck of East Fairview avenue was run down by a boy on a bicycle at the corner of South Pittsburgh street and Crawford avenue about 12:30 o'clock Sunday afternoon. She was knocked to the street with great force but escaped without injury.

Miss Keck stepped from the pavement to cross to the other side and failed to see the youth coasting down the hill. The thing happened so suddenly that he could not turn aside and the wheel struck Miss Keck from the side, hurling her to the bricks on her back. Dr. T. B. Eckard, who was passing at the time, stopped and gave her temporary assistance. Miss Keck was able to return to her home after recovering from the shock of the fall.

### TURKEYS ARE PLENTIFUL

Foxy Farmers, However, Refuse to  
Quote Any Prices.

Turkeys are reported to be exceptionally plentiful in the country districts, but there is no assurance that the consuming public will benefit. This year an unusual situation has developed, in that the farmers are sitting tight for top-notch prices. They refuse to quote prices to anyone who endeavors to engage birds for the holidays.

It is generally agreed that there are plenty of turkeys, but there is much guessing as to price. It has been predicted that by Thanksgiving turkeys may bring 50 cents a pound, dressed, but it will not be because there is a scarcity of them.

### FALLS FROM LADDER

Stricken With Illness, Joseph D. Wilson  
Plunges to Ground.

Joseph D. Wilson fell from a ladder while at work on a building on Stephen street about 9 o'clock Monday morning and suffered slight bruises and cuts. He was treated by Dr. E. C. Sherrick and then taken to the Cottage State Hospital. He was able to leave the institution in a short time.

Mr. Wilson is subject to sudden attacks of illness. He was hurt some weeks ago when he fell while at work on the Orpheum Theatre construction work. He was in the hospital several days at that time.

### GETS GOVERNMENT JOB

Miss Birdella Miller Appointed Steno-  
grapher at the Capital.

Miss Birdella Miller has resigned as stenographer to W. R. Kenner, superintendent of light and power for the West Penn Railways Company, to accept a civil service position in Washington, D. C., as stenographer and typist in the agricultural department. Miss Miller has been in the employ of the West Penn Railways Company for the past eight years. She will leave for Washington to take charge of her new position as soon as possible.

**F. W. Club Masquerade.**  
Members of the F. W. Club delightfully entertained about 100 of their friends at a masquerade party Friday night in the Frick auditorium at Leisening. Halloween appointments, with autumn leaves forming the decorations, prevailed. The favors were Halloween novelties were given as favors. Games and music were the amusements followed by dainty refreshments.

**Banns are Published.**  
Banns were published yesterday morning in St. Vincent de Paul's Church at Leisening by Rev. Father J. J. Greaney for the marriage of Miss Gertrude Evers of Pittsburgh and Harry Kearney of Leisening.

## VANDERBILT SCHOOL REPORT SHOWS GOOD RECORD FOR MONTH

Those Present Every Day  
Bring the Averages  
Well Up.

### AFTERNOON CLUB ENTERTAINED

Mrs. G. B. Roberts is Hostess for the  
Organization; County Farm Agent  
Attends Meeting of the Dunbar  
Grange in the J. O. U. A. M. Hall.

VANDERBILT, Nov. 6.—The report of the Vanderbilt schools for the past month is as follows: Room No. 1, teacher, Miss Marie McBurney. Number enrolled, 34; average attendance, 31; percentage attendance, 98; those present every day, Helen Belle Ringler, Margaret Morris, Magdeline Smith, Genevieve Gordon, Mary Delart, Catherine Shallenberger, Irene Fletcher, Jennie Edwards, Lewis Baker, Harry J. Collins, Carl Mulica, Rebek Pogg, George Bomba, Ray Thomas, Raymond Johnson, Arthur Rittenour, Natal Bonada, Vernon Shallenberger, Irwin Pollock, Albert Moxin, Tony Rull, Sheridan Pringle.

Room 2—Teacher, Miss Mary N. McLaughlin. Number enrolled, 46; average attendance, 45; percent of attendance, 99. Those present every day: Charles Brown, George Lloyd Shallenberger, John Zuzar, Paul Winterhalter, Wilbur Smith, Charles Wilson, Ira Hazelett Bailey, Nick Kozar, Charles Shallenberger, Robert McLaughlin, William Bohm, Anna Pollock, Joe Purda, Nick Rull, Leonard McAllister, William Addie William Earl Christ, Harold Shallenberger, Alphonso Sheppard, Frances Morris, Gwendolyn Johnson, Loma Faye Miller, Leona Goe, Rosie Pollock, Jeanette Love, Minnie Harris, Genevieve Lockett, Edith Washington, Mabel Jones, Sobeina Manuel, Phoebe Strickler, Irene Newmyer, Elizabeth Zeka, Rosa Bodas, Ethel B. McLaughlin, and Anna De Lorenzo.

Room 3—Teacher, Miss Ardis Edwards. Number enrolled, 56; percent of attendance, 92. Those present every day: Katie Rull, Bulah Roach, Helen Rohm, Mae Newmyer, Margaret Holler, Panny Bates, Grace Lockett, Elizabeth Bodas, Pauline Lint, Lulu Collins, Bessie Popovick, Frances McLaughlin, Ethel Mae Collins, Mary Belle Patterson, Blanche Wilson, Nellie Blair, Frank Bomba, Thomas Brown, Dan Purda, Paul Hager, Mealey Johnson, Charles Reack, Chauncey Harris, John Harris, Ambrose Sepkovic, Samuel Mottin, Albert Rittenour, Louis Mongelluzzo, Clarendon Collins.

Room 4—Teacher, Miss Hazel Edwards. Number enrolled, 21; percent of attendance, 98. Those present every day: Robert Pegg, Thelma Madden, Raymond Shallenberger, Walter Reack, Bernice Heanadit, Albert Sepkovic, Maryland Jones, Waindy Gordon, Sylvia Velling, Genevieve Green, Faye Bailey, Grace Collins, Hilda Baker, Helen Christ, Lola Newmyer, Katherine Newmyer, Nabitha Smith, Margaret Pollock, Lavonda Jones, Sarah Lant, and Grace Bryan.

Room 5—Teacher, Miss Elizabeth Burkholder. Number enrolled, 35; average attendance, 34; percent of attendance, 98. Those present every day: Bessie Bates, Helen Purda, Helen Kaffer, Esther Evans, Ruby Bailey, Carrie Bodas, Columbia Rull, Amelia Zeka, Lizzie Vargo, Lillian Sheppard, Gene Bailey, Janet Morris, Gertrude McNear, Anna Ringler, Vera Roberts, Kennella Browne, Thelma Browne, Tami Nelson, Clarence Fuller, Charles Patterson, Carol Lockett, J. B. Koser, Louis Pollock, J. L. McLaughlin, Raymond Wilson, Wade Addie and Ambrose Moxin.

Room 6—Principal, L. M. Luckner. Number enrolled, 33; average attendance, 74; percent of attendance, 99. Those present every day: Lorenda Clelland, Paul White, Camilla Baker, Emma Washington, Jordan Walker, Myrtle Kildwell, Virginia Lawrence, Ruth Bryan, Gertrude Reack, Rita Stanch, Anna Lou, Harvick, Irene Zeka, Dorothy Shallenberger, Virginia Rull, Mary Bomba, Irene Bodas, Louis Stinner, John Ramsey, William Collins, F. V. Pollock, Joseph Washington, Alva Robn, Wade Gordon, William A. Cosgrove, Henry McLaughlin, Howard Washington, Virgil Smith, and Dewey Gordon.

### SLIGHT COLLISION

Truck and Touring Car Meet at Corner  
of Peach and Pittsburgh.

Two automobiles came together Saturday evening at the corner of Peach and Pittsburgh streets, both being slightly damaged.

Kessler Brothers' delivery truck and a touring car driven by Bert Rankin were the machines that collided. A misunderstanding in signals caused the accident. The cars struck very lightly, and the fenders were damaged but little.

### SEWER PIPE HERE

Material for Race Street Improvement  
Is Now on the Spot.

Sewer pipe for the storm sewer on Race street have arrived and are distributed along that thoroughfare ready to be put in place. The sewer is to be laid preparatory to the paving of that street, which council has decided shall be done although no contract has been let.

A contract let back in 1913 was never executed.

**Kills Big Golden Eagle.**  
MOREFIELD, W. Va., Nov. 6.—Thomas Bean of Sabus, this county, has killed a golden eagle that measured six feet six inches from tip to tip of wings and weighed 14 pounds.

**Is Building a Wall.**

F. E. Markell is building a wall in front of his Isabelle road home.

**ANDRODS TRAVEL**  
225 MILES; GET  
JUST THREE PIECES

J. L. Evans, W. L. Wright, Dr. H. C. Hoffman and Dr. J. L. Cochran have returned from a 225 mile hunting trip bringing with them two squirrels and a rabbit. Hunting was good, they say; only they didn't find much game.

The hunters drove to Scrub Ridge, near Everett, and camped on a preserve owned by a club of Connellsville men.

## SEVEN ARE KILLED WHEN A TRAIN RUNS OFF ON STEEP HILL

String of 60 Loaded Coal  
Cars Dashes Down a 10  
Mile Grade.

### PLOWS INTO FIVE ENGINES

Forty-Seven of the Cars are Reduced  
to a Twisted Mass of Steel in a  
Crash at Portage Junction; Men in  
Cuboose Escape Without a Scratch.

ALTOONA, Pa., Nov. 6.—Dashing uncontrolled down the 10-mile grade on the Portage branch of the Pennsylvania railroad, a heavy coal train dashed into four engines standing at Portage Junction, five miles south of here. W. H. Thompson, fireman, was killed, and W. A. Baker, engineer, was so seriously injured that he died at noon in an Altoona hospital. Five others were killed under the wreckage.

The train composed of an engine and 60 cars was coming down the grade 10 miles from the scene of the accident when, it is believed, the engineer lost control. Gaining momentum as it moved, the long train soon attained an unheard of speed, but kept to the rails. Clyde Hall, a flagman, and Oliver Baumgartner, brakeman, were in the cuboose, but kept their seats and were not hurt while the train leaped from the train at Mile Shoe Curve and escaped with slight injuries.

The four light engines were standing at New Portage Junction and directly in the path of the onrushing freight. There was nothing to stop the runaway and before the men on the engines were aware, the impact came. Forty-seven of the loaded coal cars followed the engine in its mad plunge and were reduced to a mass of twisted steel. A few minutes later fire broke out in the coal, and then men were hurried from neighboring towns.

## WANTS \$500 FOR BRAKIE'S LAUGH

Woman Sues P. & E. L. E. Because  
Trainman Did Not Take Her Ser-  
iously About Leaving Train.

Claiming that a Pittsburgh & Lake Erie railroad brakeman laughed at her when she requested a passenger train to stop at Broad Ford junction on the night of February 29 last, and that she was put off three quarters of a mile from her station and compelled to walk that distance at midnight on a bitter cold winter night, Alice McKay of Broad Ford today entered suit against the railroad for \$1,000.

Mrs. McKay claims she contracted a cold and became ill as a result of the exposure she was thus subjected to. For the damages thus sustained she asks \$500 and \$500 in addition for the embarrassment she had to endure when the brakeman laughed at her.

The plaintiff alleges she boarded a Pittsburgh & Lake Erie train at Dickerson Run and paid the eight cents fare the conductor demanded for her passage to Broad Ford junction. When the train did not stop up as it neared the junction, she alleges, she asked the brakeman the reason and he only laughed at her.

### GET SMALL DAMAGES

Terebus Awarded \$1 Damages in  
Their Suits Against Means.

Verdicts of \$1 each were returned by a jury in the cases of Matthew Terebus and wife against Richard Means of Dunbar township, and of Rosie Terebus, a minor child, against the same defendant, for \$15,000 damages growing out of an automobile accident on the Trotter road.

### WELCOME NEW PASTOR

The congregation of the Methodist Episcopal Church at Vanderbilt gave a reception and donation party for their new pastor, Rev. Bryan and wife, last evening in the church. The reception was well appointed and was largely attended. The church was attractively decorated for the occasion. Refreshments were served.

### CIGARMAKERS TO STRIKE

CHICAGO, Nov. 6.—About 4,000 union cigarmakers are ready to go on strike today as the result of an order issued by the Chicago Cigarmakers' Union. The union asks an increase of \$1 a thousand on the different grades of cigars. The men are now receiving \$8.50 a thousand.

### 1916 APPLE CROP LARGE

HARRISBURG, Nov. 2.—The State Department of Agriculture yesterday estimated the 1916 apple crop of Pennsylvania at 6,810,500 barrels. The peach crop is estimated at 1,124,250 bushels. Pennsylvania stands second as an apple producer.

### NEW DIMES HERE

The new dimes have reached here and are in circulation.

Subscribe for The Weekly Courier.

## AMERICANS MAKE HARD FIGHT FOR SOUTHERN TRADE

Are Handicapped by Igno-  
rance at Home Concern-  
ing South America.

### AUTO ADVERTISER IS ABSURD

Hoots His Car in Rio, But Names an  
Agent Who, by Mail, is 8,000 Miles  
Away; Europeans Will Fight Desper-  
ately to Hold Their Former Prestige.

RIO DE JANEIRO, Brazil, Nov. 7.—American business men here who recently formed a strong Chamber of Commerce, for the purpose of developing the large share of the trade which the war in Europe has thrown from their Old Continent rivals into their hands, were chagrined at the appearance of a large advertisement in one of the principal journals of this city a few days ago which caused much merriment in the commercial circles of their English, French, German, Italian, Portuguese and Dutch rivals.

The advertisement was a large display telling in detail of the merits of a well-known make of American automobile. It was set forth in correct Portuguese, the language of the country, and would have been a good trade puller but for the last line which read: "Agent for Brazil, Mr. A. Blank, Quito Ecuador."

On the maps the straight-line distance between Rio de Janeiro and Quito has not much more than the appearance of a good broad jump; on the trade routes over which a letter must journey between these two points the distance is approximately 8,000 miles each way. Calculating on reasonably close rail and steamship connections, four months would elapse between the time the prospective Brazilian buyer posted and received reply for an order or inquiry. European competitors with agents and displays on the spot would enjoy a most obvious advantage.

Distance in South America are great and are seldom realized by the North American who is much more used to vast stretches than in his European rival. In the case of the letter cited above, it would have to go from Rio de Janeiro to New York by steamer, a distance of 4,770 miles, thence 1,972 miles southward to Colon, 59 miles across the Canal Zone, 825 miles down the west coast of South America to Guayaquil, Ecuador, and finally, 210 miles inland to the high plateau city of Quito. The return trip would be over the same route for mails are not carried southward to Buenos Aires and over the Andes for this part of the continent, and even if they were, the distances still would be so great as to make the American automobile advertiser's proposition ridiculous.

There are evidences everywhere here that the English, German, French, Spanish and Portuguese merchants mean to fight hard to dispute the lead recently acquired by the North American in the field of Brazilian trade. For some years prior to the war the United States occupied third position as supplier of merchandise to the Brazilians. During the first year of the conflict the northern republic crept to second place and at the termination of the second year it had a good lead which it has since maintained. When trade conditions are re-established competition will be keener and establishing agencies in the plateau region of the Andes for sale of commodities in Rio de Janeiro, which is as if an English firm would advertise the sale of a commodity in its agency in Sitka, Alaska. —W. H. not help American exporters to maintain supremacy.

To break the hold which the United States has slowly acquired and to re-establish pre-war conditions of supremacy will be the mischievous aim of the English, French and German merchants. No influence, however subtle, is being overlooked to sway the Brazilian government and people. Wrong interpretations of the Monroe Doctrine, willfully misleading articles which appear frequently in the press as to the attitude of the United States and its people on the European war, and other tactics of a like nature are part of the cunning campaign to discredit the northern trader.

The more open campaign consists in the strengthening of the position of supremacy long held by the European nations in the matter of transportation, communication and banking facilities. Here, with the exception of the last named, the American trader is badly handicapped with little hope of relief in sight.

### TO ATTEND CONVENTION

Factory Inspector, Will Gather at  
Capital on November 20.

District Factory Inspector James S. Day of this city will go to Harrisburg on November 20, to attend a convention of state inspectors under the direction of the Department of Labor and Industry.

A special car has been chartered to convey the Western Pennsylvania inspectors to Harrisburg.

### TORPEDOES A BATTLESHIP

LONDON, Nov. 6.—A British submarine operating in the North Sea reports that she fired torpedoes at a German battleship of the dreadnought type yesterday, making a hit. The amount of damage inflicted is not yet known the admiralty announces.

**Has Bad Case of Pneumonia.**  
Arthur Battemore, son of Mr. and Mrs. A. J. Battemore of Crawford avenue, is critically ill of pneumonia in the West Penn Hospital, Pittsburgh.

**First Hunting Accident.**  
Christ Steinkorcher of Acosta, was peppered with shot while hunting near Confluence yesterday.

## R. R. Y. M. C. A. IS AFTER MEMBERS

Dickerson Run Organization Takes  
Part in International Campaign  
With 30,000 as Goal.

The Railroad Young Men's Christian Association at Dickerson Run is a part of a continental Y. M. C. A. membership campaign, the purpose of which is to enroll 30,000 new members in the associations of North America, November 14-24.

For a number of days residents of Dickerson Run, Vanderbilt and Dawson have wondered what the figures "30,000" posted in conspicuous places about the three towns meant. The explanation is here. The Dickerson Run association has set its goal at 200 new members and no stone will be left unturned to reach that mark.

There will be 10,000 men working on the teams of 250 railroad associations and the campaign will be scientifically organized from the general continental plan down to the efforts of the local association. The Pittsburgh & Lake Erie Y. M. C. A. expects to have 700 new members when the campaign closes. L. H. Turner, superintendent of motive power and general chairman of the system, is vigorously pushing the work.

A telegraphic wire system has been arranged to report the results to the international headquarters at New York.

### BOY FATALLY WOUNDED

He Plays With a Shotgun, Which is  
Accidentally Discharged.

MOUNT PLEASANT, Nov. 3.—Herman Shaffer, 19 years old, was fatally injured last evening when he was playing with which he was playing was accidentally discharged, the charge tearing one of his legs in a terrible manner. The lad was brought to the hospital here, where he died this morning.

Young Shaffer, the son of Mr. and Mrs. Henry Shaffer of Laurelville, placed a shell in the gun and then put it down on the floor. It went off in some manner.

At the hospital the leg was amputated by Dr. J. L. Burkholder, but the lad suffered so much from both loss of blood and shock that he failed to rally.

### BOYS HAVE GOOD JOKE

Change Wheels of Buggy and "T. D."  
Doesn't Notice the Difference.

OHIOPILE, Nov. 6.—The boys of Bear Run played a Halloween prank upon T. D. Gardner, superintendent of the Syria County Club, last week, the nature of which he never discovered until he drove to Ohiopile on Saturday.

The boys put the back wheels of Mr. Gardner's carriage on the front axle and the front wheels on the back. Mr. Gardner never noticed the difference until he arrived here and was surrounded by a group of friends demanding to know what was wrong with his carriage. Mr. Gardner enjoyed the joke with the rest of them.

### U. S. GETS "TANKS"

Will Use Caterpillar Tractor Along  
Mexican Border.

SAN ANTONIO, Nov. 3.—A caterpillar tractor of the type used by the British for "tanks" or armored cars will be placed in the Big Bend district along the Mexican border where there are no roads, it was announced at army headquarters today.

The tractor consists of an engine and four trailers and has a carrying capacity of 100,000 pounds.

### ALUMNI GIVES \$100

Graduates of High School Help Equip  
the Football Team.

At a meeting of the High School Alumni Association last night it was decided to donate \$100 to the High School Athletic Association to help defray expenses of equipping this year's football eleven.

This contribution by the Alumni is in addition to the \$500 which the association promised to raise for the Fayette field fence.

### WIN PRIZE AT SCOTTLAND

The Glad-Kum Club of this city was awarded the second prize for being the second largest organization represented in the Halloween parade at Scotland Wednesday night. The club is composed of young women and 15 appeared in the parade as Japanese girls. The prize was \$5.

### GET 10 RABBITS

J. L. Reese and K. E. Nicholson returned Friday from a two and a half day hunting trip to Drakestown, near Confluence, bringing with them 10 rabbits and four pheasants.

**YOUGH TRUST COMPANY,**  
CONNELLSVILLE, PA.  
Capital.....\$ 200,000.00  
Surplus and Profits.....16,000.00  
Resources.....1,100,000.00  
FOUR PER CENT. PAID ON  
SAVINGS ACCOUNTS.

**A Great Assistance**  
To men and women in any business or avocation in the management of their checking affairs is a Checking Account with the Union National Bank. We have excellent facilities at your service.  
**UNION NATIONAL BANK,**  
CONNELLSVILLE, PA.  
WEST SIDE

## FRANK HUSTON IS DEAD; STRICKEN WHILE DRESSING

**Town's Oldest Druggist Succumbs Suddenly at Uniontown Home.**

### HIS HEALTH HAD BEEN FAILING

Had Been in Business on Main Street for the Past 45 Years and Was Widely Known Throughout This Section; Started in Drug Store With Brother.

Frank Huston, aged 66 years, Connelville's oldest druggist, dropped dead at his home in Uniontown shortly after 8 o'clock Thursday morning. Although Mr. Huston had been failing health for some time, he had not seemed seriously ill and was at all times able to attend to his duties. This morning, about 8 o'clock, he arose and began dressing himself for the day. While sitting in a chair, putting on his shoes, he suddenly lurched forward and fell over an arm of the chair.

A few minutes later Mrs. Huston entered the room to call him to breakfast and found him lying in the chair. She immediately summoned Dr. L. S. Gaddis. He found Mr. Huston had died instantly.

Mr. Huston was the son of Mr. and Mrs. Daniel Huston of Uniontown, and was born in the old Huston residence in Church street, that city. He received his early schooling in Uniontown and later attended Washington & Jefferson College. After his college days he returned to Uniontown and started to learn the drug business in the pharmacy of his brother, Samuel Huston.

In October, 1871, Mr. Huston opened a pharmacy of his own in the Morton property on Main street, Connelville. For some years afterward he resided in Connelville. For 45 years he conducted what came to be known as the leading drug store of this section of Western Pennsylvania, considered as a drug store in the strict sense of the term. Mr. Huston clung to the idea that a drug store was primarily for the sale of drugs and chemicals and the making up of prescriptions. The old style fixtures installed when the store was new still remain. One thing the store did make a specialty of besides drugs, and that was stationery. Notebooks, diaries, ledgers and other blank books were supplied. One county business man religiously came to Huston's store to buy a diary of a style he said he never could secure anywhere else. For 37 years he bought his diaries there.

Huston's drug store of Connelville carried the most complete stock of drugs of any store in this section for many years. Recently, however, Mr. Huston became involved in financial difficulties and his stocks were allowed to run out. His lease on the Morton Building would have expired next year and it is believed by his intimate friends that he planned to remain in business until that time and then retire.

Recently C. Roy Hatzel, who was manager of the local store for about 11 years, resigned to go into business for himself. For several weeks, Mr. Huston himself conducted the store. He was down yesterday and closed the store, as was his custom no matter what the occasion, at 9 o'clock in time to catch his car for Uniontown. Persons who greeted him yesterday remarked that he did not seem quite himself. The Huston store clung tenaciously to the rule of closing entirely on Sundays, except in illness-emergency prescriptions.

Mr. Huston was a brother of Henry Huston, a pioneer lumber dealer here. For a time Henry Huston occupied the store on Main street, conducting a clothing store. In 1881 Frank Huston took over the Huston pharmacy in Uniontown and continued to operate it until a few years ago when the property in which it was located was sold and the store discontinued.

With the exception of the 10 years, between 1871 and 1881, Mr. Huston spent virtually the whole of his life in Uniontown. In 1882 he was married to Miss Elizabeth Johnston, daughter of Mr. and Mrs. Joseph Johnston of Connelville, and went to housekeeping in a house that he had built at the corner of Bonhomie street and North Mount Vernon avenue, Uniontown.

The deceased is survived by two sisters, Mrs. J. G. Johnston of Washington, D. C., and Mrs. Ellen Beeson of Uniontown; his wife, and four children, Mrs. Robert S. Skemp of Fairbairn, Mrs. Frank O. Wilcox of Erie, Montauk, William Wilcox of Monessen, and Miss Elizabeth Huston, at home. For the past several weeks Mrs. Wilcox had been visiting at the home of her parents, but left for home last Thursday. William Huston arrived in Uniontown today from Monessen after returning from the border with the Tenth Pennsylvania Infantry about two weeks ago. The funeral of Mr. Huston took place on Saturday at 2:30 o'clock from the family residence in Mount Vernon avenue, Uniontown, with Rev. Ellis B. Burgess, pastor of the Trinity Lutheran Church, officiating, owing to the illness of Dr. William Hamilton Spence, pastor of the First Presbyterian Church of Uniontown, of which Mr. Huston was a member. The services were impressive and were attended by many relatives and friends of the deceased. Music was rendered by a quartet composed of Mrs. Emma Cook Littner, Miss Claire Ellis, Charles Halshaw and George G. Jean. The active pallbearers were C. E. Beeson, F. M. Semans, Jr., C. F. Kefover, J. C. Core and John Lynch of Uniontown, and J. Donald Reed of Connelville. Dr. L. S. Gaddis, Dr. J. B. Ewing, J. M. Core, M. H. Bowman, J. C. Fulton of Uniontown, and Charles Davidson of Connelville, were honorary pallbearers. Interment in Oak Grove cemetery, Uniontown.

## NEGRO VISITOR HAS A DAY OF BAD LUCK

**Jealousy Over His Social Standing. He Says, Started Trouble Which Landed Him in Lockup.**

Wednesday was one of bad luck for Matthew Dailey, colored, who was given a hearing in police court this morning. Dailey blew in from Madison, Wisconsin, and was securing men to work for a company which he represents. Going to a boarding house here, he came in contact with some negroes who, he said, were jealous of his social position and his high rating in the business world. For no other reason than this, these negroes, Dailey says, borrowed his knife and then cut him up with it.

After Dailey had been slashed, he came to the city hall to put a detective on the trail of the men who used him so roughly. There he was arrested by Patrolman Daugherty and charged with drunkenness. Alderman Colborn, who presided at police court this morning, discharged Dailey, who was released from the county jail at Uniontown yesterday, celebrated his new freedom by getting drunk and then going to sleep in the West Penn waiting room. He will work three days on the streets.

J. L. Morland of South Connelville, charged with being drunk, was given 20 days in the county jail. Lewis Singer of Nant-y-Glo, a crippled pencil seller, charged with drunkenness, was discharged on promise to get out of town at once. Eighteen prisoners in all, were given hearings this morning.

### M'BRIDE IS BACK

Irrepressible One Pays a Brief Visit to His Home Town.

Charles E. McBride, the irrepressible violinist, blew into town Friday, after having spent some time on a show boat floating down the Monongahela river. He was greeted by a number of friends, who expressed regret when told that this was only a short visit. The music master will leave for Brownsville tonight, where for a time he will delight audiences as a moving picture palace by bringing forth sweet melodies from his old Stradivarius. Later he will move on to Steubenville.

Asked about the pleasures of show-boating, the irrepressible one indicated that the trip had not been so lovely as he has depicted. "I did not care for my associates," he said. "Years ago when I ran for Congress I became used to associating with doctors, lawyers, and professional men in general. Now I can not get used to low comrades."

"Make a note of it that I am here," he told a reporter, as he stepped into a West Side hotel to see a friend. "For there are many people in Connelville who know and admire me, and who will be glad to know of my return."

### BRINGS MAIL BY AIR

Victor Carlstrom Flies From Chicago to New York.

NEW YORK, Nov. 8.—Victor Carlstrom, who left Chicago yesterday for New York in a New York Times mail-carrying aeroplane, descended on Governor's Island today, ending his flight at 8:55 A. M. His journey was interrupted yesterday by stops at Erie and Hammondsport.

The flight from Hammondsport, where the aviator resumed his trip at 5:35 A. M. today, was without incident. Carlstrom flying at a height of 2,000 feet, aided by a good wind.

A letter from Mayor Thompson of Chicago, addressed to President Wilson was placed in the hands of a special messenger, who started at once for Long Branch. A representative of the New York postoffice met Carlstrom at Governor's Island and received the bag of mail brought by air post.

The aviator was greeted upon his descent by Major General Leonard Wood, U. S. A., and Augustus Post and Allen R. Hawley of the Aero Club of America.

### BAND BOYS MAKE HIT

Gaster's Organization Pleases Pittsburghers in Centennial Parade.

The Connelville Military Band made a big hit at Pittsburgh Friday when it led the New York Central Railroad Company contingent in the big Charter Centennial parade. At several places along the line of march the spectators broke into applause as the band boys passed. The big feature and the novelty which impressed Pittsburghers so much, was the singing numbers rendered by the band.

The New Haven Hose Company also made a good showing in the parade. There were 35 members of the organization in line. The firemen and the band boys returned to Connelville last night, reaching here at 7:35.

### POLICE RECEIPTS BIG.

Fines Collected by Mayor Total \$414.45 October Report.

Mayor Marietta's report for the month of October shows that the receipts in his department total \$543.55. Fines amounted to \$414.25, receipts from licenses \$17, fees for detaining prisoners \$6.50, and receipts from license tax and other sources \$105.50. There were 255 arrests made during the month; 37 prisoners were discharged; 65 were committed; 107 were sentenced to street work; 80 paid fines; and there were 17 constables' prisoners.

Ruth-Smitley. Miss Pearl Melissa Smitley, daughter of Mr. and Mrs. William Smitley of Bridgeport, and Charles Roth, Sr., of Mount Pleasant, were united in marriage Wednesday evening at the home of the bride. Rev. P. L. Berkley, pastor of the United Brethren Church, officiated. The attendants were Miss Minnie B. Smitley, a sister of the bride, and Charles Davis of Bridgeport.

Advertise in The Weekly Courier.

## RALLY DAY AT THE JACOBS CREEK M. E. SCHOOL A SUCCESS

**Delightful Weather Helps Bring Out a Large Attendance.**

### HONOR CLASS IN ATTENDANCE

All Those Who Helped Build the Present Church Take Part; Large Percentage of Sunday School Members Are in Attendance; Big Gala Show.

SCOTTSDALE, Nov. 4.—The rally day of the Jacobs Creek Methodist Episcopal Sunday school was an unusually successful one. A perfect autumn day brought people from many miles around this historic church to enjoy the special features of the program. The singing of the old choruses was entered into with enthusiasm. The Bible lesson for the day was given by the adult superintendent, Frank Chain, in the form of a story illustrated on the blackboard. James L. Reynolds, teacher of the men's class of the Scottsdale Methodist Episcopal Sunday school, offered the prayer.

The honor class of the day was made up of all the folks who took part in the building of the present church, and who had some recollection of the old log church. It was a good lesson for the younger generation to look into the faces of these friends of the church who came to spend together an hour of looking backward.

For the encouragement of regular attendance at the preaching service a special record of the past year has been kept and the persons making the highest number of points were honored with a gift. The record is kept by giving 20 points for Sunday school points for being on time and 40 points for church attendance. The following were on the honor roll:

Mary McClelland, Mary Gorman, Della Porter, Gladys Reagan, Amy Porter, William Collins, Albert Bunch, Irene Chain, Ruggie Blackie, Mrs. Chain, Mrs. Frank Chain, Grace Ware, John Blackie, Arthur McClelland, Frank Chain, James B. Freese, G. W. Porter, John Riley, Roy Slaughter, Harold Dettler, Roy Martin, Pearl Riley, Mrs. Sue Riley, Paul Kooner, Frances McClelland, Mrs. James B. Freese.

On the basis of this year's record it is shown that 87 per cent of the Sunday school attendance were in attendance at the preaching service. At last year's record 82 1/2 per cent of the main group is commendable. The percentage of those making offerings was 84 1/2 and 93 1/2 per cent of the main group.

The third honor class was those who made special records for Sunday school attendance: Mary McClelland, Mary Gorman, Della Porter, Gladys Reagan, Amy Porter, William Collins, Irene Chain, Albert Bunch, Arthur McClelland, Mona Chain, Ruggie Blackie, Mrs. Frank Chain, Ralph McClelland, Grace Ware, Pearl Riley, John Blackie, Harold Dettler, John Chain, James B. Freese, Edna Drill, Polly Chain, Frances McClelland, Mrs. Sue Riley, Edward W. Anderson, John Riley, George W. Porter, Mrs. J. B. Freese, Ivan Porter, William Stoner, Roy Martin, Leonard Chain, Frances Slaughter, Paul Kooner, John Porter, Evelyn Taylor, Carl Stoner, Mrs. A. B. Blackie, William Laine, Roberta Taylor, Charles Gifford, William Brown, Mildred Kunkle, Edward C. Stoner, Mrs. Elmer Dill, Melba Brown, Lawrence Burkholder, James Brown, John Brown.

This is a total of 49 as to 32 on the same standard last year. William Thompson of Uniontown, who presided at the annual meeting of the church, addressed this year's class. Each of the honor members was given a satin bookmark with "Honor 1916" printed on it. These were in gold and white, the colors of the Teacher Training Class.

Promotions in the elementary department were given recognition and each of the children was given a beautiful certificate. From the Carnegie Roll to Beginners—Paul Edwin Stoner, Ralph Hood Kooner, John Arthur McCartney, Fannie Ruth Blackie; Beginners to Primary—Paul Kooner, Dorothy Taylor, Carl Rush and Robert Singer; Primary to Junior—Martha Brown, Donald Ottenberg and Evelyn Taylor; Junior to Intermediate—Carl Tedrow, Ivan Porter, Gladys Reagan, Myrl Wright, Clara Leichter, Margaret Metzger, Frances Metzger, Clara Rush, Delia Prete, Delia Baker, Araminta Sturtz, Ruth Ritchie, Lottie Pletcher, Alvarene Marsh, Ross Crossan, Pearl Butternore.

The normal training graduates of the year were presented diplomas by Dr. J. H. Hill, district superintendent of the McKeesport district of the Pittsburgh conference. The graduates were: Alfred C. Stoner, Sue Riley, Desir Porter, Mrs. J. B. Freese, Grace Ware, Marie McClelland and Pearl Riley.

The 1916 song, "Launch Out," was sung by Jacob Kooner. The 1915 class composed of Cella Porter, Goldie Ware, Jessie Tedrow, and Avis Slaughter, and the 1912 class made up of Evangelist A. B. Taylor, Jacob Kooner, Mary Gorman, Charles Chain, Leonard Chain and Amy Jane Porter sang "As a Volunteer" as each year's class unveiled a pennant in gold and white bearing the class year.

The following persons were also given honorable mention for passing examination on "Soul Winning" and received a silver seal for their teacher training diplomas: Cella Porter, Alice Howells, Della Porter, Avis Slaughter, Marie McClelland, Grace Ware, Amy Porter and Goldie Ware, and for "teaching principles" a red seal to Marie McClelland, Grace Ware, Amy Porter and Goldie Ware.

The splendid reading of a mission story by Miss Eva Rittenhouse of the East Huntingdon Township High School, was greatly appreciated. The officers and teachers of the Sunday school were then installed by the pastor, Rev. William Hamilton, and Dr. J. H. Hill then administered the communion.

Will Be a Big Day. Community Meeting at Mud School House Fixed for November 18. Saturday, November 18, promises to be a big day for Bulliken township residents. A big community meeting is to be held at the Mud school house and the Paradise Church, located nearby, in connection with the boys' and girls' corn-growing contest arranged by Paym Agent P. L. Dougherty.

The church will be utilized for the exercises while the corn exhibits will be displayed in the school house. Dr. Haver of State College, Farm Agent Dougherty and J. T. King, supervising principal of the Menallen township schools, will speak. The meeting will last all day. Music will be furnished by the Paradise Church choir. County Superintendent J. S. Carroll will be present.

Prizes are to be awarded for the best corn and also for the finest 1916 corn. Dr. Haver will judge the horses.

### PETITION FREELY SIGNED

Effort for Direct Brownsville Service Is Being Pushed Hard.

A large number of names have been signed to the petitions circulated here asking for train service over the Pittsburgh & Lake Erie to Brownsville via the Whitsett cutoff. One merchant who is enthusiastic about the proposition has alone secured nearly 500 names.

Practically the entire population of Perryopolis has expressed its desire for the new service, judging by the number of signatures of the petition circulated in that town. The campaign for names has closed there and the petitioners are ready to present their petition to the railroad officials.

The papers from all the towns interested in the direct-to-Brownsville line must be presented before the schedule meeting which will be held on November 18.

### LAYING FACE BRICK

Idea of New Exterior of High School Will Look Can Now Be Gotten.

Bricklayers for Laurence & Cyprieland Thursday started laying the face bricks on the east wing of the new high school building. Enough bricks were set to give an idea of the exterior appearance of the structure and there were many favorable comments heard about it.

The face bricks are a rough tapestry type of varied colors, running from purple to buff. Dark chocolate colored mortar is used with them.

The contractors on the Crawford school are now laying some of the fire-proof floor, the construction work has been held up by delay in the delivery of some of the structural steel.

### MEETINGS MARK REPORT

Submit Assessments on Local Street Paving to the Court.

The reports of F. D. Munson, W. H. Bane and J. V. E. Ellis, assessors appointed to appraise paving costs on Hubbard road, Apple street, Washington avenue and Apple street, Connelville, were filed with the court Wednesday afternoon.

The court will pass upon the awards and report to the county which may then file liens against the abutting properties and proceed to collect the costs of the improvements.

### EXPOSITION DATES.

Biz Industrial Fair to Be Held in January February 5 to 10.

The Connelville Industrial Exposition will be held in the state armory, February 5 to 10. A committee is working on the preliminary arrangements already.

A very successful exposition was held last February and the Business & Professional Men's Association plans to do even better next year.

### Add Room at Dawson.

Owing to the congested condition of the Dawson public schools another room has been added, making five in all.

At a special meeting of the school board held Friday Miss Lillian Hicks of Connelville was elected teacher of the new room.

### Dangers of Gluttony

Little Talks on Health and Hygiene by Samuel G. Dixon, M. D.

L. D. Commissioner of Health.

The children of the Iroquois Indians it is said, were trained to eat frugally and taught that overeating was far worse than under-eating. They were warned that gluttony would be caught by a monster known as Sagodakwas, who would humiliate them in a most terrible manner if he found that they were gluttons.

With the price of foodstuffs soaring to almost unheard of figures in thousands of households the question of where and how to save on the food supply is an important one. Most people eat more than they need. This is particularly true of that class of individuals engaged in sedentary occupations.

Perhaps you do not feel that you come under this head, but suppose you try a few experiments. Make some slight investigation of the nutritive values of the different foods, cut your excessive allowances, eat slowly, and drink plenty of water but not at meal times.

It is said that the Indians had but two regular meals a day. The Iroquois had one. Certain it is that an increasing percentage of our population succumb to degenerative diseases and the consensus of medical opinion is that overeating is an important causative factor.

Next week a word will be said on the possibility of eating too much and yet starving to death.

## REGISTER AND CLERK'S NOTICE

The following Executors, Administrators, Guardians and Trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court and the same will be presented for confirmation to the Orphans' Court of Fayette County at the Court House, Uniontown, Pa., Monday, December 4, 1916.

| No. | Estate of                          | Accountant.                        | Filed.         |
|-----|------------------------------------|------------------------------------|----------------|
| 1.  | Minnie Faith                       | Harry B. Faith, Adm.               | Sept. 4, 1916  |
| 2.  | George W. Lyons                    | Oliver C. Lyons, Exor.             | Oct. 25, 1916  |
| 3.  | Elizabeth Board, minor             | Citizens Title & Trust Co., Gdn.   | Sept. 14, 1916 |
| 4.  | Fredrick W. Pottel                 | W. T. Hainich, Adm.                | Sept. 24, 1916 |
| 5.  | James H. Gray                      | Samuel E. Taylor, Adm.             | Sept. 24, 1916 |
| 6.  | John McKarnes                      | John and Della McKarnes, Exors.    | Oct. 16, 1916  |
| 7.  | Hazel Hard, minor                  | Citizens Title & Trust Co., Gdn.   | Oct. 14, 1916  |
| 8.  | Mary Tover                         | Stewart Henderson, Jr., Adm.       | Oct. 25, 1916  |
| 9.  | James Reilly                       | William Reilly, Adm.               | Oct. 25, 1916  |
| 10. | John W. Gallatin                   | Lois T. Snyder, Exor.              | Oct. 14, 1916  |
| 11. | Ella McGill                        | Martha E. Pope, Adm.               | Oct. 14, 1916  |
| 12. | Samuel Freed                       | Ellen H. Brady, Adm.               | Oct. 16, 1916  |
| 13. | Dr. H. Y. Brady                    | Ellen H. Brady, Adm.               | Oct. 21, 1916  |
| 14. | Sarah W. Stephens                  | Louis Stephens, Exor.              | Nov. 1, 1916   |
| 15. | George Throckmold                  | Walter Stockton, Adm.              | Oct. 24, 1916  |
| 16. | Arthur Robbins                     | Stewart Henderson, Jr., Adm.       | Oct. 25, 1916  |
| 17. | Mary V. Davis                      | Jesse Ball, Exor.                  | Oct. 27, 1916  |
| 18. | William Moran                      | Mary Iselt, Adm.                   | Oct. 27, 1916  |
| 19. | John Kratoch                       | S. Ray Shelby, Adm.                | Oct. 28, 1916  |
| 20. | Samuel Macchick, alias Mack        | S. Ray Shelby, Adm.                | Oct. 28, 1916  |
| 21. | Charles E. Crawford                | James W. Crawford, Adm.            | Oct. 28, 1916  |
| 22. | Nancy E. Crawford                  | James W. Crawford, Adm.            | Oct. 28, 1916  |
| 23. | John W. Rittenour                  | Charles J. Rittenour, Adm.         | Oct. 28, 1916  |
| 24. | Robert Long                        | Safe Deposit & Trust Co., Exor.    | Nov. 2, 1916   |
| 25. | William Moss                       | Wm. H. Martin, Adm.                | Nov. 2, 1916   |
| 26. | Davis Hibbs Keener, minor          | Thomas M. Hartley, Gdn.            | Nov. 3, 1916   |
| 27. | Hannah Shelby                      | Dore and Geo. D. Shelby, Exors.    | Nov. 2, 1916   |
| 28. | Thomas A. Lane and Mary Clydesdale | Exors.                             | Nov. 2, 1916   |
| 29. | Sarah Darby                        | Wm. Dawson surviving Exor.         | Nov. 2, 1916   |
| 30. | Eliza A. Griggs                    | Edward C. Griggs, Exor.            | Nov. 3, 1916   |
| 31. | Susanah Jeffries                   | William Funk, Adm.                 | Nov. 3, 1916   |
| 32. | Robert Herbert Gallagher           | Fayette Title & Trust Co., Trustee | Nov. 3, 1916   |

HENRY R. TITTINGTON.

Register and Clerk of Orphans' Court, Uniontown, Pa., November 3, 1916.

### AUDIT NOTICE.

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette County at the Court House at 10 o'clock on each of the following days, viz: Accounts Nos. 1 to 10 inclusive, on Monday, December 18, 1916; Nos. 11 to 22 inclusive, on Tuesday, December 19, 1916; Nos. 23 to 32 inclusive, on Wednesday, December 20, 1916; Nos. 33 to 42 inclusive, on Thursday, December 21, 1916, which cases will be called for hearing on the day and time set forth in the above notice at which time and place creditors, heirs and other persons interested shall attend if they see fit and present their claims against the said estate or forever be barred from coming upon said fund.

HENRY R. TITTINGTON.

Clerk of Orphans' Court.

## AUTOMOBILE RACES IN UNIONTOWN ON THANKSGIVING DAY

New Speedway There Will Be Formally Opened With a Big Meet.

### MANY ENTRIES ARE RECEIVED

Famous Drivers Expected to Participate; One Race Will Be Restricted to Cars Regularly Sold by Automobile Dealers; Neil Whalen Director.

Another link in the circuit of automobile speed courses will be made on Thanksgiving Day, November 30, with the inaugural races on a speedway that is rapidly being completed at Uniontown. While the Pennsylvania course is being opened too late to be included in the American Automobile Association championship events of 1916, it is scheduled to play a prominent part in the leading motor races of the future. As it is, the Thanksgiving Day contest will furnish one of the most interesting speed fights of the year, the entries secured to date by Neil Whalen, director of contests being of a high calibre.

A number of cars and drivers that competed in the recent record breaking race at Sheepshead Bay have already been entered for the main event of the "Uniontown" day.

An innovation for speedway competition that will have a decided appeal to the motor enthusiast will be a race restricted to cars that are regularly sold by the automobile dealers with establishments within 150 miles of Uniontown. These cars are also to carry drivers and mechanics coming within this resident qualification. While speedway contests of the last two years have furnished remarkable speed performances, the machines used are in most cases especially built for racing purposes and cannot be purchased in the open market. For this reason there is no direct interest taken in the events by the hundreds of thousands of automobile owners, aside from the desire to see the marvels of automobile construction annihilate distance.

The Uniontown speedway is of the board type of construction, similar in principle to the courses at New York and Chicago upon which all world's speedway records have been shattered. It is a 1 1/2 mile oval designed to permit the racing of cars at maximum speed with a minimum of danger. Jack Prince, known throughout the country as a builder of speed bowls and constructor of more speedways than any other man in the country, is supervising the building of the Uniontown track and now has an army of artisans at work rushing the board course to completion. An idea of the task represented in this work will be gained when it is known that in the construction of the track alone more than 2,500,000 feet of lumber will be used.

The Uniontown speedway is the result of a desire on the part of C. W. Johnson, one of the Uniontown automobile dealers, to provide a modern automobile racing course for the thousands of sports enthusiasts in Western Pennsylvania. Mr. Johnson created a spirit of enthusiasm in the project among other automobile dealers of Uniontown with the result that the speedway is now being boomed as a multiphase feature, all of Uniontown and the surrounding country taking a keen interest in the construction of the track which will place Western Pennsylvania more conspicuously on the motor map.

While the entries are not closed until midnight, November 25, Neil Whalen, the racing driver, who is acting as director of the contests, has already secured a representative list of entries and has prospects of lining up many other racing stars in the limited field of 15 starters. Entry blanks have been signed by Billy Chandler, Arthur Klein and Barney Newgard, all to drive Crawford cars; Eugene Hughes, who will handle the Benskins Special.

George Buzane and Charlie Deolin as pilots of Duesenberg cars, and Jim Benedict, who will drive a car known as the Blue Bird. In addition to these actual entries, Whalen believes that Frank Galvin and Dave Lewis will be present behind the wheels of Premier cars, as part of the Indianapolis Speedway team; McBride and Watson will handle two Oldsmos; two Delages

## HEMP HURDS MAY BE USED AS PAPER MAKING MATERIAL

Waste Stalk Fragments Produce a Satisfactory Quality of Book Paper.

### RAW MATERIAL IS LACKING

Not Enough Hemp is Grown to Warrant Establishment of Pulp Mill; Increasing Acreage in Many States May Make New Method Profitable.

WASHINGTON, Nov. 8.—That a satisfactory quality of book paper can be made from hemp hurds, the waste stalk fragments produced in preparing hemp fiber for market, is a conclusion reached by specialists of the United States Department of Agriculture as a result of commercial tests made in co-operation with a paper manufacturer. The experiments and the economic conditions surrounding the use of hemp hurds as a paper-making material are described in a new Professional Paper of the Department of Agriculture, Bulletin 404.

The investigation demonstrated that the hurds can be reduced chemically to paper stock by the soda process under practices little different from those employed for the manufacture of pulp from poplar wood. Slightly more bleach was necessary, and beating was found desirable for a somewhat longer period. As against these items of increased expense in comparison with poplar wood as a raw material, the first preparation of the hurds at the mill is less expensive. It is necessary only to sieve the latter, while the wood must be chipped with expensive machinery. Storage possibly would be more expensive for hurds, as storing in the open—the method employed for wood—probably would be impracticable.

Because of the lightness of the hurds, charges of this material in the digesting chamber must be smaller than charges of poplar wood. The experiments showed that the weights of the charges ran about 65 per cent of the weight of poplar wood charges. The total yield of air-dry fiber from hurds was 33.1 per cent, as compared with a bout 47 per cent of air-dry fiber from poplar wood.

Hemp is now grown in Kentucky, Ohio, Indiana, Wisconsin, and California. In Kentucky, however, the fiber is separated from the stalks by hand brakes moved about the fields, and the hurds, therefore, are so scattered that their use for paper making is not economically practicable. It is only in the other states named, where large machine brakes are employed and the hurds are deposited in stacks, that the waste may be drawn upon practically as a paper-making material. About 5,000 tons of hurds are produced each year in the machine braking districts. This is an insufficient supply of the material to warrant the erection of a pulp mill or even to justify transportation to existing mills, but it is expected that the available tonnage will increase, because of the extension of hemp growing and increasing use of machine brakes.

Calculation by the Department's specialists of the raw material and acreage necessary for a permanent supply of materials for a pulp mill producing 25 tons of fiber a day for 300 days per year, or 7,500 tons a year, shows that the annual growth from 40,000 acres would be required in the case of wood as against the annual production of hemp hurds from 10,000 acres.

The cost of manufacture of paper from hurds has not been estimated by the investigators, but because of the increasing cost of wood pulp and the increasing acreage of hemp grown in the United States, it is believed that the time may come when the use of the material in the paper-making industry will be profitable.

Union Thanksgiving Service. The annual Thanksgiving services will be held Thursday morning, November 30, at 10 o'clock in the First Baptist Church. Following the usual custom the churches will unite in the service. Rev. J. H. Hamblerson, pastor of the Methodist Protestant Church, will deliver the Thanksgiving sermon.

DR. MOFFAT DIES. Distinguished Presbyterian Educator is Victim of Paralysis.

WASHINGTON, Pa., Nov. 4.—Rev. Dr. James David Moffat, president emeritus of Washington & Jefferson College, died here today after an illness of less than a week from paralysis.

Dr. Moffat, who was moderator of the general assembly of the Presbyterian Church in 1905, was born at New Lisbon, Ohio, March 15, 1846, and was educated at Washington & Jefferson College and Princeton Theological Seminary. He was admitted to the Presbyterian ministry in 1873 and served as pastor of the Second Presbyterian Church at Wheeling, W. Va., until 1882, when he was elected president of Washington &amp

## W. VA. OPERATORS CANNOT SHOW THE COSTS OF MINING

In Combatting Contentions  
of Carriers in the Lake  
Cargo Case.

### BUT R. R.'S MUST SHOW COSTS

Of Performing Service When Asking to  
Be Allowed to Advance Freight  
Rates; Exhibits as to Efficiency of  
Labor and Costs Held Not Relevant.

In the recent hearing before the Interstate Commerce Commission on the Lake Cargo Coal Rate case considerable time was consumed, and much importance was attached to the effort to establish, as a part of the testimony, the costs of mining coal in West Virginia. Z. T. Vinson, attorney for the West Virginia Coal Operators' Association, submitted exhibits in support of his arguments on this point.

The object in showing the cost of product was to prove to the Commission that much of the Lake cargo coal is sold by the West Virginia operators at or below the cost of producing it, so as to enable them to keep their mines producing coal upon which they can obtain a profit. It was also intended to show that any advance in rates means the elimination of West Virginia mines from the Lake cargo-coal market. Mr. Vinson said he proposed to show that the Pennsylvania and Ohio operators, who are trying to have the differential of 25c. increased to 40c., are losing their competitive edge, not because the differential is no greater than 25c., but because the West Virginia mine labor is more efficient than that in Ohio and Pennsylvania.

"A West Virginia miner produces 3,000 tons of coal while the Ohio miner produces a little more than 700 tons," said Mr. Vinson. "The inefficiency of the Ohio and Pennsylvania miners more than accounts for the advantage the Ohio and Pennsylvania operators say we have over them. I do not want to go into the question of the relative efficiency of the union and non-union miner. The facts I am stating are taken from the report of the Geological Survey and these figures should be taken as prima facie."

The admissibility of this testimony was attacked chiefly upon the ground that it was deduced from reports and decisions of the commission that similar offers had been ruled out. Commissioner Clements took the objections under consideration and ruled in substance as follows:

1. Figures showing the cost of producing coal in West Virginia or any other field are not directly relevant to the question as to what would be a reasonable rate on Lake cargo or commercial coal.

2. The railroads must furnish figures showing the cost of the service they render in carrying coal to be transported by the Great Lakes or in taking it to destinations in Central Freight Association territory, where it is used for both domestic and steam fuel.

3. Exhibitors showing labor efficiency in the various fields would not be relevant except possibly in rebuttal to testimony offered by the railroads showing a large movement of coal from one district and a comparatively small one in another, due, as they might maintain, to a maladjustment of rates.

Contracts between the Norfolk & Western railroad and a subsidiary coal company, and between the Norfolk & Western and the Pennsylvania railroad companies, and between the United States Steel Corporation and the Pittsburgh Coal Company were offered in evidence. It is understood that the object in introducing the contract between the Pittsburgh Coal Company and the steel company was to show that if the coal company has not been increasing its business as rapidly as its West Virginia competitors, there is some reason for it other than the rate of the purpose in having the contracts between the railroad companies and the Pennsylvania district company put into the record was to show the interest the carriers have in that field other than that of carriers.

### ACQUIRES TITLE.

#### New Owners of Bessemer Now in Full Possession of Plant and Acreage.

The formal transfer of the property of the Bessemer Coal Company, comprising the plant at Bessemer, East Bethlehem township, Washington county, together with the acreage adjacent, has been made to the Champion Gas Coal Company, of which J. Fred Kurtz, of Conneltsville, is president.

The coal is in two tracts, one of 300 acres of coal and the other of 105 acres including both coal and surface. The consideration is understood to have been in the neighborhood of \$257,000.

### SELLS COAL TO CITIZENS.

Municipality of Conneaut, O., Drives Upon Lighting Plant Supply.

Because of the high prices asked by dealers for coal, the city of Conneaut has gone into the retail coal business. With a large supply of fuel on hand for its municipal lighting plant, the administration has decided to sell some of this supply to householders at \$1.50 a ton.

### Coal Miners to be Protected.

HARRISBURG, Nov. 2.—Bituminous coal operators of the Central Pennsylvania district yesterday took out a charter for the Pennsylvania Bituminous Mutual Association to insure employers' liability.

### Coal in Antarctic.

One comparatively small strip of the coal fields that have been discovered in the Antarctic continent is estimated to contain as much fuel as all the unworked fields of Great Britain.

## EFFECTS OF SAFETY FIRST

Two Years of Campaign Activity in Its Promotion Reduce the Accidental Deaths Materially.

That the Safety-First campaign, inaugurated a few years ago, has borne good fruit is brought out by the figures for accidental deaths. For 1913, 54,011 deaths were reported as due to accident; for 1914 the corresponding number was reduced to 51,770, and for 1915 to 51,406; and during this period there was not only an increase in the population of the registration area as it existed in 1913, but an increase in the extent of the area itself. The rate per 100,000 population for accidental deaths fell from 85.3 in 1913 to 78.5 in 1914 and to 76.3 in 1915. There has been a very considerable reduction in fatalities due to railway, street-car, mine, and machinery accidents, and the increase in those resulting from automobile accidents has not been as rapid as the increase in the number of machines in use.

Deaths due to railway accidents and injuries totaled 6,532 in the registration area in 1915, or 9.9 per 100,000. This number includes fatalities resulting from collisions between railway trains and vehicles at grade crossings. This death rate is the lowest on record and shows a marked decline during the past 10 years.

Deaths resulting from street-car accidents and injuries numbered 1,555, or 2.3 per 100,000. This rate, like that for railway fatalities, is the lowest on record and shows a material falling off during the past 10 years.

Automobile accidents and injuries caused 3,975 deaths in 1915, or 5.9 per 100,000. There has been an increase in this rate from year to year, but, as already mentioned, the increase has not been so rapid as that in the number of machines in use.

The number of deaths from mine accidents and injuries in the registration area in 1915 was 4,000, corresponding to a rate of 3 per 100,000. This rate shows a material decline as compared with the corresponding figure for 1913, 3.6, and a very great decline as compared with that for 1907, 4.8, which is the highest on record.

Deaths caused by machinery accidents in 1915 numbered 1,237, or 1.9 per 100,000. This rate also shows a marked decline during recent years, the corresponding figures for 1913 and 1914 being 2.4 and 2.2, respectively. The highest recorded rate from this cause is 2.5, for 1907.

## 27 MEN TRAPPED IN ALABAMA MINE

Explosion Takes Place Near Birmingham; Mine Rescue Crews Rush to Scene; Gas Blamed.

BIRMINGHAM, Ala., Nov. 4.—Eighteen negroes and nine white men entombed in the Bessemer mines of the Sloss-Sheffield Steel & Iron Company, 20 miles west of here, are believed to have lost their lives early today by an explosion said to have been caused by gas. Two bodies of unidentified negroes have been brought to the surface.

The entire force of state rescue workers under C. P. Nesbitt, chief mine inspector, together with a crew from the United States Bureau of Mines were summoned to the scene shortly after the explosion and everything possible, it is said, is being done to reach the entombed men.

PITTSBURG, Nov. 4.—Lauson Stone, in charge of the Pittsburgh station of the Bureau of Mines, when notified of the explosion in the Bessemer mine, prepared to send a force of trained rescuers from here. They will leave on the first available train.

### MAY CHANGE CAR TO MOTOR

Government Rescue Car in Kansas May be Replaced by Motor Truck.

The government mine rescue car, now stationed at Pittsburg, Kan., may be changed to a mine rescue motor truck.

The government has changed to the motor truck in several mine districts and found these more satisfactory than the railroad cars. The motor trucks are able to get quickly to mines which are reached by rail only in a roundabout way and time is such an element in mine rescue work that a few minutes may mean the saving of many lives.

In the Kansas mine district there are many mines which could be reached by motor car in a few minutes where it would take an hour to get the railroad car to the mine.

The mine rescue motor trucks which the government provides to take the place of the railroad cars cost about \$10,000 with the full equipment. It has the same equipment that is furnished with the railroad cars and the government supplies two men to handle the car and direct the work in the event of an explosion. These men also do the first aid instruction work and train crews of the first aid workers in every mine in the district.

### ENLARGE ROUNDHOUSE.

B. & O. is Adding Five New Stalls and Enlarging Old Ones.

The contract to build a \$15,000 addition to the Conneltsville roundhouse of the Baltimore & Ohio railroad has been awarded to the Swift Contracting company of Chicago. Five new stalls are to be added and the length of the present 23 stalls will be increased so as to accommodate the monster 6000 locomotives.

The work was started today and will be rushed through to completion.

### Coal Field Directory.

The 1916 edition of the Mining Catalogue and Coal Field Directory of the Keystone Consolidated Publishing Co., Pittsburgh, has just been issued. It is an 800-page volume, giving accurate and complete information regarding the coal mining companies of the United States and Canada. It is a very valuable work for those requiring a coal field directory.

Advertise in The Weekly Courier.

## Coal Freight Rates

| TO EASTERN POINTS                       | ORIGINATING DISTRICT      | TO WESTERN POINTS                         | ORIGINATING DISTRICT   |
|-----------------------------------------|---------------------------|-------------------------------------------|------------------------|
| Rate per Gross Ton of 2,240 lbs. Cville | Wilmington G'burg Latrobe | Rate per Net Ton of 2,000 lbs. Pittsburgh | Connellsville Fairmont |
| Destination                             |                           | Destination                               |                        |
| Baltimore, Md.                          | \$2.00                    | Canton, O.                                | \$1.95                 |
| Baltimore, Pa.                          | 1.85                      | Chicago, Ill.                             | 1.90                   |
| Chester, Pa.                            | 1.70                      | Cincinnati, O.                            | 1.85                   |
| Harrisburg, Pa.                         | 1.55                      | Cleveland, O.                             | 1.80                   |
| Johnstown, Pa.                          | 1.40                      | Columbus, O.                              | 1.75                   |
| Lebanon, Pa.                            | 1.25                      | Detroit, Mich.                            | 1.70                   |
| New York, 5th St.                       | 1.10                      | Indianapolis, Ind.                        | 1.65                   |
| New York, Brooklyn                      | 1.00                      | Toledo, O.                                | 1.60                   |
| Philadelphia, Pa.                       | 0.90                      | Youngstown, O.                            | 1.55                   |
| Sparrows Point, Md.                     | 0.80                      | Lake Ports                                | 1.50                   |
| Steelton, Pa.                           | 0.70                      |                                           |                        |
| South Bethlehem, Pa.                    | 0.60                      |                                           |                        |
| Springer, Pa.                           | 0.50                      |                                           |                        |
| TO ATLANTIC PORTS via P. & O.           |                           |                                           |                        |
| Greenwich, Pa.                          | 1.75                      |                                           |                        |
| Greenwich, N. Y.                        | 1.60                      |                                           |                        |
| So. Amboy, N. J.                        | 1.50                      |                                           |                        |
| Harrison, N. J.                         | 1.40                      |                                           |                        |
| Greenville, N. Y.                       | 1.30                      |                                           |                        |
| Canton, Baltimore, Md.                  | 1.20                      |                                           |                        |
| Canton, Md. for Export                  | 1.10                      |                                           |                        |
| TO ATLANTIC PORTS via S. S. Co.         |                           |                                           |                        |
| St. George, N. Y.                       | 2.25                      |                                           |                        |
| St. George, N. Y. for Export            | 2.10                      |                                           |                        |
| Philadelphia Coal Piers                 | 1.75                      |                                           |                        |
| Philadelphia Coal Piers                 | 1.60                      |                                           |                        |
| Philadelphia, for Export                | 1.50                      |                                           |                        |
| Curtis Bay, Pa.                         | 1.40                      |                                           |                        |
| Curtis Bay, Pa. for Export              | 1.30                      |                                           |                        |

\*The rate from the Fairmont District to Johnstown is 75c. The Conneltsville rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Ruffalo; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

The Fairmont rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterville, Pa., from points on the Smithfield & Masonown Branch and from the Fairmont Region of West Virginia.

| TO WESTERN POINTS                         | ORIGINATING DISTRICT   |
|-------------------------------------------|------------------------|
| Rate per Net Ton of 2,000 lbs. Pittsburgh | Connellsville Fairmont |
| Destination                               |                        |
| Canton, O.                                | \$1.95                 |
| Chicago, Ill.                             | 1.90                   |
| Cincinnati, O.                            | 1.85                   |
| Cleveland, O.                             | 1.80                   |
| Columbus, O.                              | 1.75                   |
| Detroit, Mich.                            | 1.70                   |
| Indianapolis, Ind.                        | 1.65                   |
| Toledo, O.                                | 1.60                   |
| Youngstown, O.                            | 1.55                   |
| Lake Ports                                | 1.50                   |

The Pittsburgh District includes points east as far as Latrobe and south as far as the South Branch of the Pennsylvania Railroad, including Brownsville and Branch on the Pittsburgh, Virginia & Charleston Railroad; eastward to Dawson on the Baltimore & Ohio Railroad and eastward to Dickerson on the Pennsylvania Railroad; and including Brownsville on the New York Central line.

The Conneltsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Ruffalo; on the Pittsburgh, Virginia & Charleston except Branch and on Monongahela River Railroad east of Saterville, Pa.; on the Baltimore & Ohio Railroad east of Saterville, Pa.; and on the Baltimore & Ohio Railroad from Saterville to Point Marion, Pa.

## NEW STEEL MERGER BEING PLANNED BY EASTERN BANKERS

That Will Equal Bethlehem-Midvale Combination in Importance.

### THE PITTSBURG COAL COMPANY

And Undeveloped Greene County Coal Said to be Included in the Holdings of the New Enterprise, also Inland Steel and Youngstown Sheet & Tube.

Rumors have been current for several days past that a new large combination of steel manufacturing interests is to be made. Whether the rumor arises from the recent purchase of the Marianna coal properties in Washington county by the Midvale and Cambria steel interests or not is not known, but it follows sharply upon that transaction. Inasmuch as it proposes to include within the combination properties located in Washington and Greene counties the story has considerable interest local to this section.

As has been stated in the press reports the new combination will approach both in capacity and importance the Bethlehem Steel Corporation and the Midvale Steel and Ordnance Company, although its products would be less diversified and specialized. So far the plans are general but the belief of men high in financial affairs in New York and Philadelphia is that the proposition is most likely to develop. It has received impetus from the easy success of the flotation a couple of weeks ago of the United Alloy Steel Corporation.

The proposition now receiving earnest consideration is in effect a revamping of the plan which Kuhn, Loeb & Company, of New York, working with Harrison Williams, last February expected to carry through with the Cambria Steel Company as chief unit in the combination.

The plan, from what is learned, is for another great steel combination looking to putting into a big holding corporation the Lackawanna Steel Company which has its plant near Buffalo and controls substantial reserves of iron ore and coking coal; the latter at Ellsworth, Washington county; the Youngstown Sheet & Tube Company, which owns valuable lands in the Mesaba range and coal properties in Greene county and has greatly developed steelworks in Ohio; the Sloss-Sheffield Steel & Iron Company, which has large coal and iron properties and iron and steel works with plant at Chicago; the Pittsburgh Coal Company, which owns and leases 234,000 acres of bituminous lands and is producing more than 20,000,000 tons of coal a year, and possibly the New York Shipbuilding company, which operates a large shipbuilding plant on the Atlantic coast.

Interests in Washington and Greene counties are anticipatory of the combination being formed and are aware of the progress that has been made in that direction. At Ellsworth, the mining plant of the Lackawanna Steel Company in Washington county, a sale has in effect, been looked for some time.

### West Virginia Mine Sold.

The holdings of the Dakota Coal Company, near Fairmont were sold at public auction last week to George E. Anos for the sum of \$239,000. The holdings consist of a mine, a leasehold on 270 acres of Pittsburgh vein of coal, 30 acres of Sewickley, one acre of Pittsburgh vein of coal and three acres of surface in fee.

### Young Hosack in By-Product Co.

George M. Hosack, Jr., son of George M. Hosack, the well known Pittsburgh attorney, and former resident of Conneltsville, is one of the applicants for a charter for a corporation to be known as the New Field By-Products Coal Company.

## BIG ADDITIONS TO BETHLEHEM

New Blast Furnaces, Open-Hearth Plant and Other Improvements to be Built at Sparrows Point.

It is reported that contracts have been awarded by the Bethlehem Steel Corporation for the construction of four big blast furnaces, an open-hearth plant, and a new steel mill, at Sparrows Point, a contract has been awarded to the Dravo Contracting Company, of Pittsburgh, for the foundations, and it is understood that immediate arrangements will be made for construction.

It is another evidence of the Bethlehem Steel Corporation's plan to proceed as rapidly as possible with its \$20,000,000 expenditure for additional facilities and improvements at the Sparrows Point plant, which it controls through its purchase some months ago of the Maryland Steel Company, and the Pennsylvania Steel Company. The new furnaces, steel plant, mills, etc., will greatly increase the company's output of iron and steel, not only for the general market, but also for its own uses in the further development of its shipbuilding facilities.

This is the second large contract the Bethlehem management has awarded during the past 10 days, having last week placed an order for the construction and equipment of two blast mills with an annual capacity of 1,500,000 tons.

### TO AUGMENT COAL SUPPLY

Jones & Laughlin Contract for Coal Outside of Vesta Mines Output.

To insure an adequate supply of coal for future needs at its mills in the Pittsburgh district, the Jones & Laughlin Steel Company has closed large contracts with independent coal companies along the Monongahela valley.

The Vesta mines and others owned by the Jones & Laughlin Steel Company are producing enough coal to supply the company's needs, but transportation facilities are inadequate to enable the company to store enough for winter use in the remainder of the river season.

### West Virginia Coal Supply.

At the recent meeting of the Kanawha Coal Operators Association at Charleston, W. Va., statistics were presented showing that coal distribution was but only 24 per cent of the mine requirements.

### Hoffacker to Become Operator.

B. F. Hoffacker, the well known engineer of Pittsburgh, joining with W. M. Parkin and W. Eldridge Brown, is an applicant for a charter for the Hoffacker Coal Company.

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Farms, any size and price. Also tracts of wood land. Ready buyer. Write details. DRUMME FARMS, 250 Broadway, New York.

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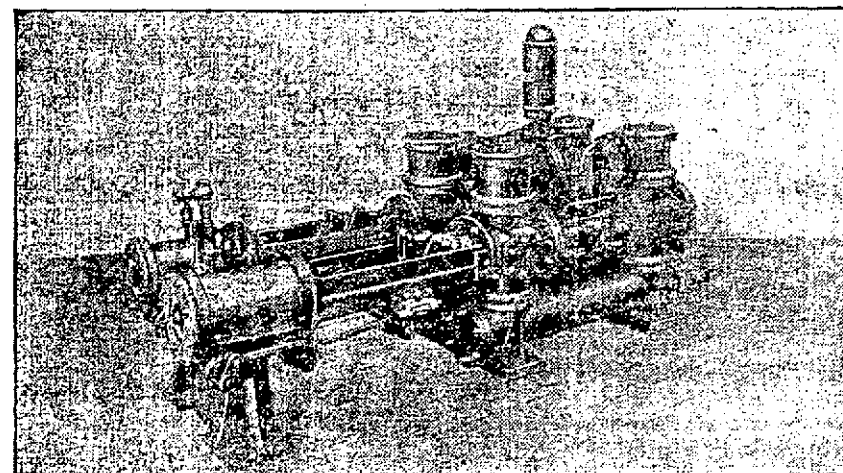
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| Oliver & Snyder Steel Co. |       | Cascade Coal & Coke Co.    |       |
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| Austin Coal & Coke Co.    |       | H. C. Frick Coke Co.       |       |
| Plants 2 and 3.....       | 424   | Yorktown, Shoop and Blaser | 1,000 |
| Colonial Coke Company.    |       | Struthers Coal & Coke Co.  |       |
| Smuck.....                | 100   | Fairbank Works.....        | 150   |

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